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**CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING**

**DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

**CALIFORNIA-POWELL
CONDOMINIUMS**

84.308E

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California-Powell
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TO: Distribution List for the California-Powell Condominiums SEIR

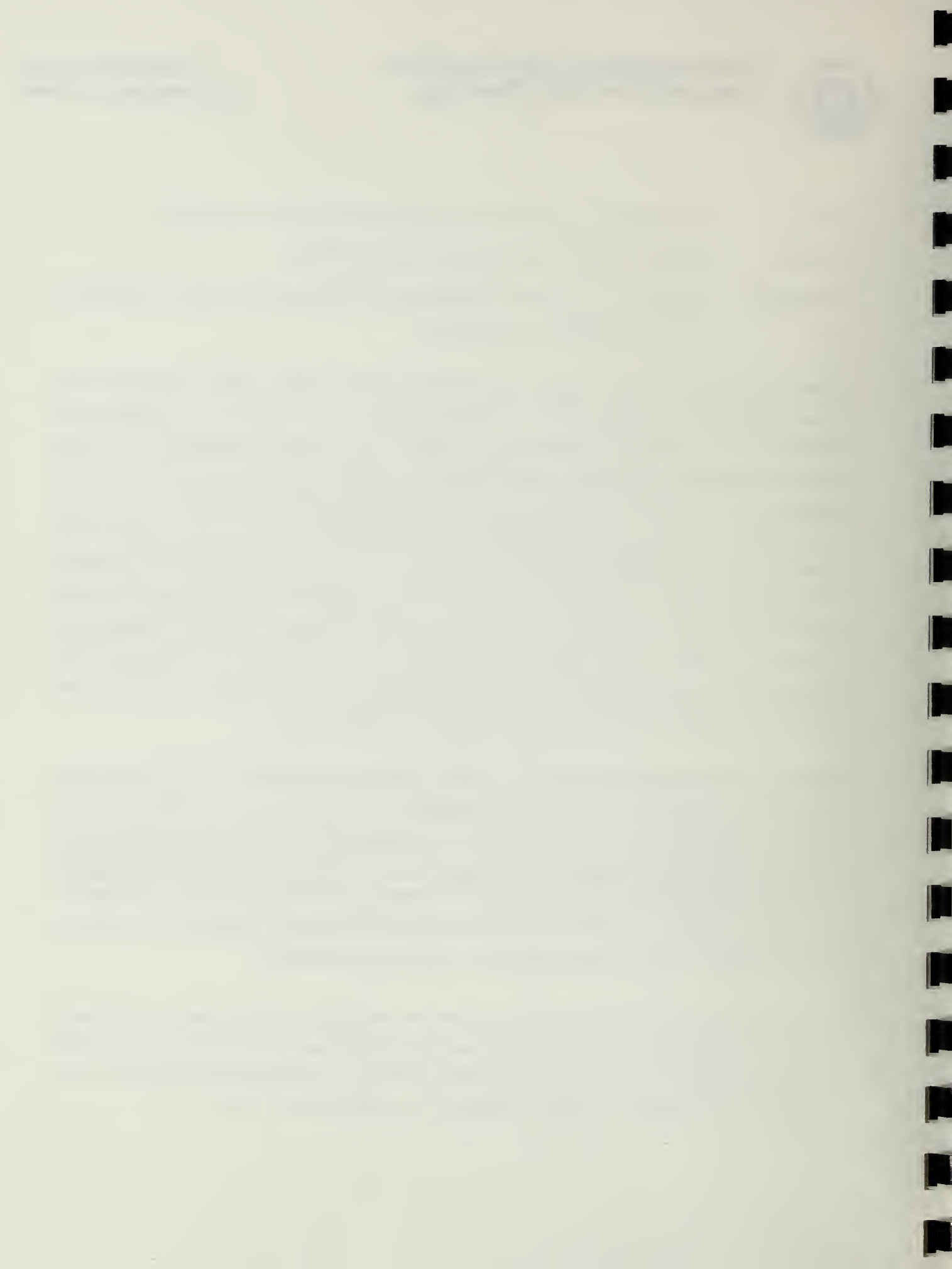
FROM: Barbara W. Sahm, Environmental Review Officer

SUBJECT: Request for the Final Supplemental Environmental Impact Report for
California-Powell Condominiums

This is the draft of the Supplemental Environmental Impact Report (SEIR) for the California-Powell Condominiums. A public hearing will be held on the adequacy and accuracy of this document September 15, 1988. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses," which will contain a summary of all relevant comments on this Draft SEIR and our responses to those comments. It may also specify changes to this Draft SEIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification (usually about 9 weeks after the hearing on the draft); others may receive such copies and notice on request or by visiting our office. This Draft SEIR, together with the Summary of Comments and Responses document, will be considered by the City Planning Commission in an advertised public meeting and certified as a Final SEIR if deemed adequate.

After certification, we will modify the Draft SEIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Supplemental Environmental Impact Report. The Final SEIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft SEIR, you will technically have a copy of the Final SEIR.

We are aware that many people who receive the Draft SEIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the SEIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final SEIR to private individuals only if they request them.



If you want a copy of the Final SEIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the Final SEIR. Any private party not requesting a Final SEIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final SEIR. Copies will also be available at the Department of City Planning, 450 McAllister Street - 5th floor, San Francisco, California 94102.

Thank you for your interest in this project.

REQUEST FOR FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

To: Department of City Planning, Office of Environmental Review

Re: California-Powell Condominiums

() Please send me a copy of the California-Powell Condominiums
Final SEIR.

Signed: _____

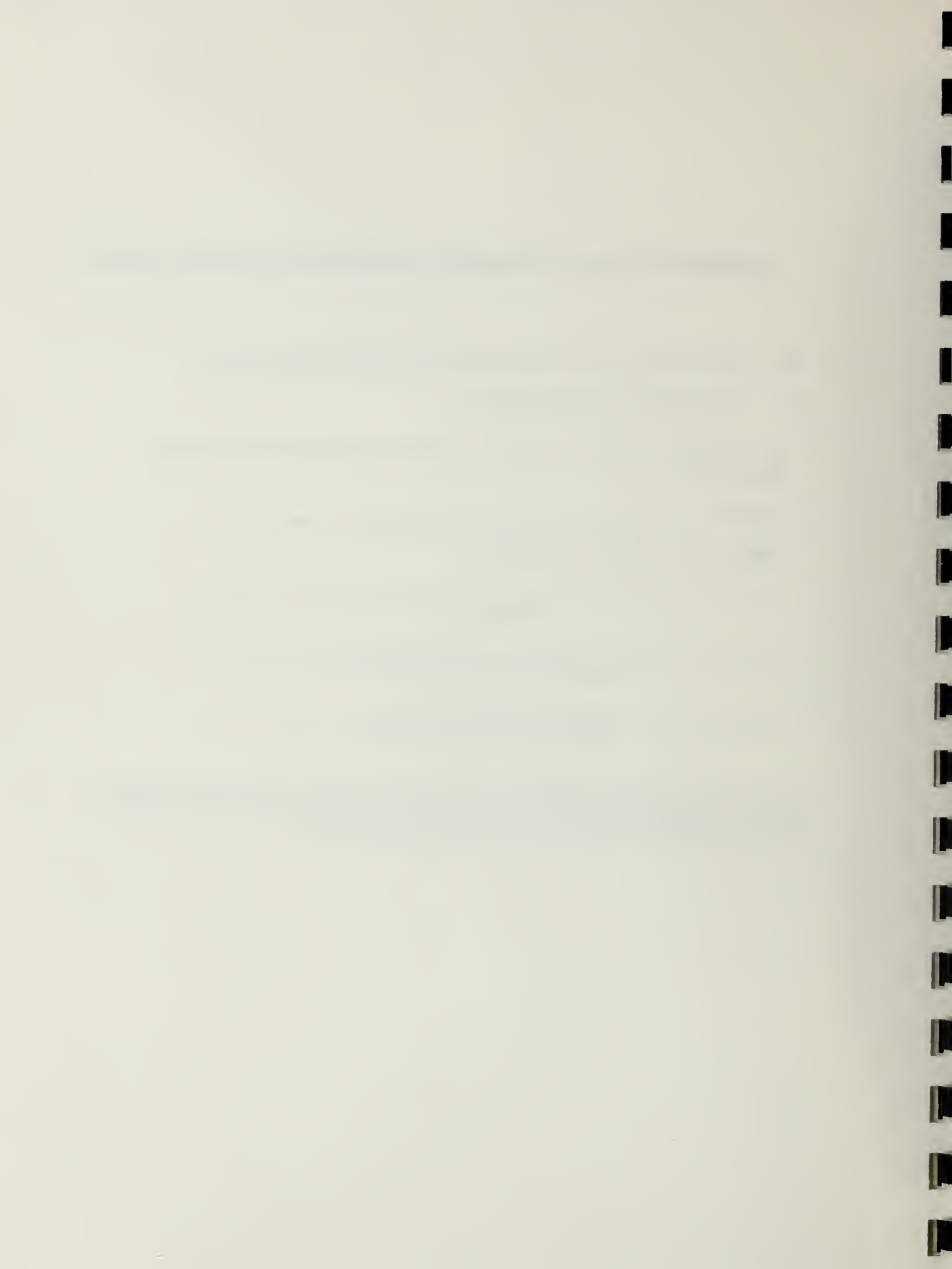
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ATTN: Catherine Bauman

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I. INTRODUCTION

An application for Environmental Review for the California-Powell Condominiums was submitted in 1984, Draft Environmental Impact Report published in September 1985, and the Final Environmental Impact Report certified in May, 1986. Alternative 4 in the EIR was approved by the City Planning Commission as an 11-story, 115-foot-high condominium tower. It was to have contained a total of 16 units; 1 one-bedroom flat; 11 two-bedroom flats; 3 two-bedroom townhouses; and one penthouse, and would have been priced from approximately \$600,000 to \$1,200,000. It would have its primary vehicular access off California Street with basement parking served by a vehicle elevator. Only emergency access would have been provided off Powell Street.

After the Final EIR was certified, the City Planning Commission approved a Conditional Use Authorization for height over 40 feet in a residential district (see City Planning Commission resolution No. 10702, Appendix B, May 29, 1986). That authorization was appealed to the Board of Supervisors, and the project was withdrawn by the sponsor. Since that time, the City Planning Commission has considered and approved a modification of that project with access to the ground level parking (two spaces) from California Street and access to two basement levels (seven spaces and seven spaces) from Powell Street (see City Planning Commission resolution No. 11234, Appendix B, December 17, 1987). That authorization was also appealed to the Board of Supervisors. The project sponsor now proposes to modify the project making it shorter (90 feet) with access to the ground level parking (eight spaces) from California Street and access to one level of basement parking (twelve spaces) from Powell Street. The intersection of California and Powell Streets is a particularly sensitive one, because the cable car lines intersect. In order to assess the potential impacts of these modifications to the project on the intersection this Supplemental Environmental Impact Report has been prepared, pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15163. This Supplemental EIR includes new information which has become available since the original EIR was prepared.

II. SUMMARY

A. PROJECT DESCRIPTION (Page 5)

The project sponsor, California/Powell Associates, proposes construction of 16 luxury condominiums to respond to a perceived need for high quality housing in San Francisco and to achieve a reasonable return on investment capital. The project architects are Tai Associates/Architects.

The project site is located on the eastern slope of Nob Hill at the southeast corner of California and Powell Streets, Assessor's Block 256, Lot 16. The 6,100 square foot site is currently used as a surface parking lot. The Stanford Court Hotel is directly west of the site and the Fairmont Hotel is to the northwest, occupying the block bounded by Powell, Mason, California, and Sacramento Streets. At the northeast corner of the intersection of California and Powell is the University Club. The project is in an RM-4 (Residential, Mixed, High Density) District and a 160-F Height and Bulk District (see discussion in Project Description, page 5, this document).

The proposed project would be a nine-story tower with approximately 48,905 gross square feet, and would stand 90 feet high. It would contain a total of 16 units: 1 one-bedroom flat, 10 two-bedroom flats, two three-bedroom flats, 1 one-bedroom townhouse, and 2 two-bedroom townhouses. The condominiums would be priced from about \$390,000 to \$1,500,000.

The building would contain two parking levels for 20 cars. There would be an entrance/exit to each level. The ground floor entrance/exit would be from California Street and the basement level parking entrance/exit would be from Powell Street. Service vehicles would use the California Street entrance. A second basement level would contain machinery and storage space. A landscaped rear yard, extending over some of the parking area, would measure approximately $24\frac{1}{2}$ feet deep x 49 feet wide, with a 15

foot x 24½ foot cut-out in the southeast corner. Street trees for both California and Powell Streets are proposed.

Because the proposed project would be over 40 feet high in a residential district, it would require Conditional Use authorization. The project would also require a variance for exception to the rear yard requirements of the Planning Code.

B. ENVIRONMENTAL IMPACTS

1. Issues Not Addressed (Page 12)

An Initial Study was prepared for the project and published on November 16, 1984. Issues that were determined to require no further discussion in the EIR as a result of the Initial Study were: land use; light and glare; population, employment and housing; noise; air quality; impacts from odors/burning of materials; utilities and public services; geology/topography; water; energy; hazards; cultural resources; and biology. A copy of the Final Environmental Impact Study is on file at the Department of City Planning, 450 McAllister Street, San Francisco, CA.

2. Urban Design and Visual Quality (Page 12)

From California Street below Powell Street the project would appear as a new element in the skyline of Nob Hill. The project site is located below the summit of Nob Hill; the proposed 9-story building would rise above most structures located on the east side of Powell Street and on the south side of California Street. The proposed structure would be lower than the Stanford Court Hotel directly to the west of the project site. From more distant vantages, such as Potrero Hill or Telegraph Hill to the south or further east, the project would be only intermittently visible due to intervening topography and buildings.

In the immediate vicinity of the project, the Stanford Court Hotel and University Club would be most affected by the project in terms of visual impacts. Any structure on the project site over two stories or more in height would obstruct views from these buildings in varying degrees. The project would eliminate views eastward of the Financial District. Views south from the California Street side of the four-story University Club, located north of the site across California Street, also would be obstructed.

The project would be visible from the south side of Huntington Park.

3. Shadows and Wind (Page 19)

The wind effects of a structure are roughly proportional to the volume of wind intercepted. The proposed design would intercept less wind than the original design because most of the building would be lower. Although the southern terrace would be taller, that portion of the building intercepts little wind from the west due to the presence of buildings across the street and on the downward slope of Powell Street.

The effect of the currently proposed design on street-level winds near the project site are likely to be the same or less than that of the original project. The overall effects of the current design are likely to be very similar to those described in the wind tunnel analysis of the earlier design.

The project would not cast new shadow on open space protected by Proposition K, the sunlight ordinance. However, the project would cast new shadow on streets, sidewalks and buildings in the project area. Although no building currently occupies the site, buildings of various heights on the surrounding properties cast shadows on streets and sidewalks and each of the open spaces identified in the project vicinity.

While the project would not add new shadow to any open space, it would add new shadow to the intersection of Powell and California Streets, which is highly used by pedestrians.

4. Transportation, Circulation and Parking (Page 26)

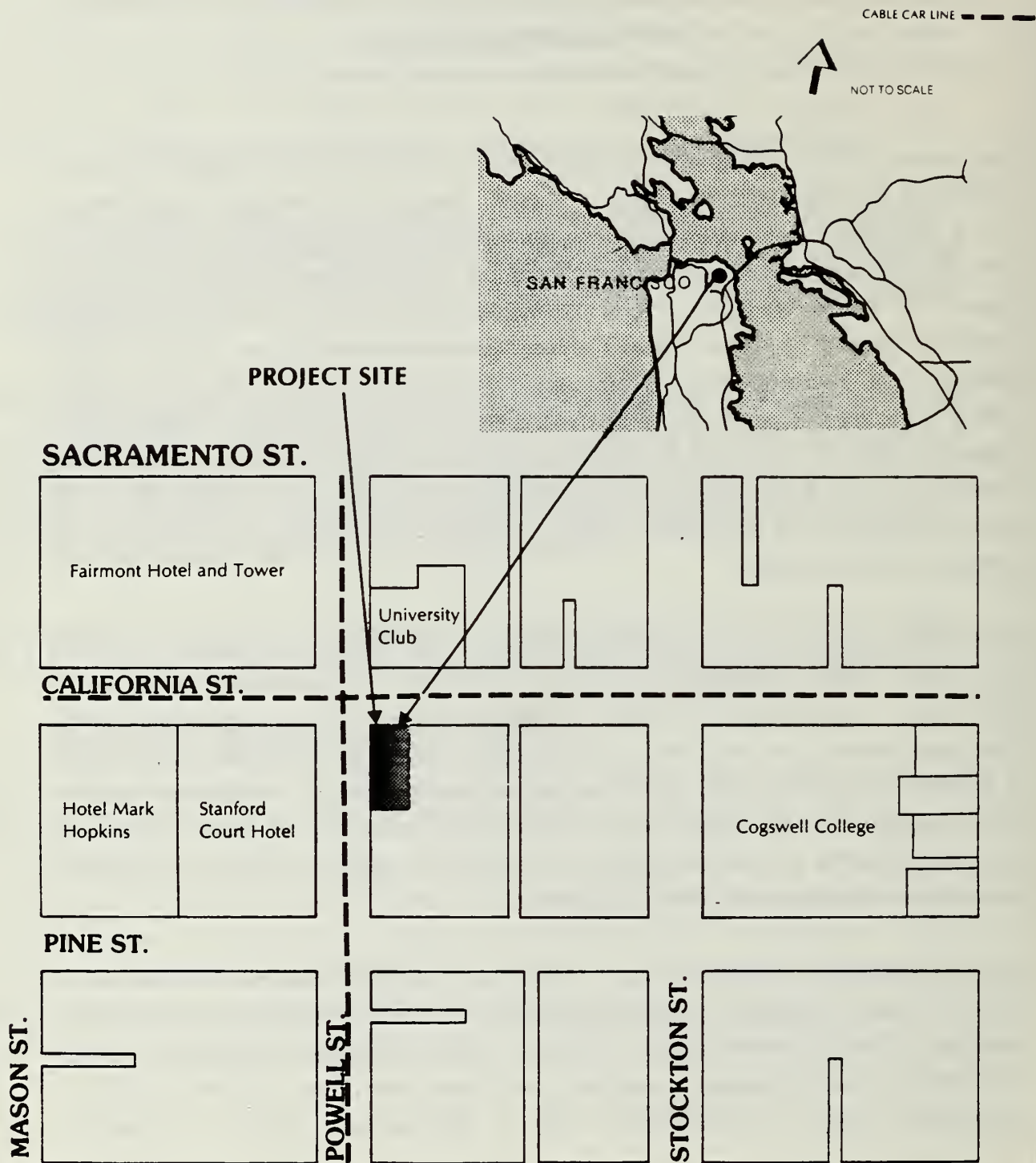
The traffic study, prepared by Omni-Means and dated July 15, 1986, shows that three private vehicle trips in the PM peak hour would occur on Powell Street instead of California Street as a result of the modification. The remaining nine vehicle trips including both taxis and private vehicles, would use the California Street driveway. The study concludes that the project could be accommodated without any significant traffic impacts. The driveway traffic from/to the project, especially on Powell Street could conflict with cable car service. The currently proposed project does not have any more potential than the project described in the FEIR for conflict with the cable car service.

III. PROJECT DESCRIPTION

The project site is located on the eastern slope of Nob Hill at the southeast corner of California and Powell Streets (Figure 1, page 2). The site is on Assessor's Block 256, Lot 16, a rectangular corner lot containing approximately 6,100 square feet. Currently, the site is paved and is used as a surface parking lot. The Stanford Court Hotel is directly west of the site across Powell Street. The Fairmont Hotel is to the northwest, occupying the block bounded by Powell, Mason, California and Sacramento Streets. At the northeast corner of the intersection of California and Powell is the University Club. The project site is in an RM-4 (Residential, Mixed, High Density) District and a 65-A Height and Bulk District. When the Board of Supervisors changed the height and bulk designation from 160-F to 65-A in September, 1986, the Board exempted projects for which a Draft EIR was published before December 1, 1985. Therefore, the project is governed by the previous 160-F provisions.

The project approved on May 29, 1988 described in the FEIR (as Alternative 4) would be an 11-story tower containing approximately 48,235 gross square feet, and would be 120 feet high. As described in the FEIR, the main entrance to the building would be from California Street. The ground floor would contain a vehicle garage entrance on that floor, a pedestrian entrance to the residences, and a parking elevator, which would have run from the ground to the two basement floors with parking for 16 cars. Beyond the entrance would be a lobby and reception area. Two emergency vehicle exits would be located on Powell Street at levels B1 and B2.

The modified project would be a 9-story tower with approximately 48,905 gross square feet, and would stand 90 feet high measured from the midpoint of the California Street frontage. It would contain a total of 16 units, but the configuration and square footage would differ from the original. Currently, the proposed unit count would be as follows: 1 one-bedroom flat; 10 two-bedroom flats; 2 three-bedroom flats; 1 one-bedroom



III. Project Description

townhouse; and, 2 two-bedroom townhouses. Square footages and other project characteristics are shown in Table 1, page 8. The one-bedroom units would contain approximately 982 to 1,660 net square feet. The two-bedroom units would range in size from 1,024 net square feet to 2,070 net square feet each and the three-bedroom units would contain between 3,000 and 3,900 net square feet. The approximate selling price for condominiums would range from about \$390,000 for the one-bedroom to \$1,500,000 for the three-bedroom.

In the modified project there would be a change from three parking levels to two parking levels. The ground floor would contain spaces for eight cars with entrance and exit from California Street as shown in Figure 3. The second level (shown in Figure 3 as B-1) would provide spaces for 12 vehicles with the entrance/exit on Powell Street. The total vehicle parking spaces would total 20, up four from the original project. Parking entrances are shown in Figure 3. The second basement ($\frac{1}{2}$ the size of Basement Level 1) would contain space for machinery and storage.

A landscaped deck extending over some of the parking area would measure approximately 24-1/2 feet deep by 49 feet wide, with a 15 foot x 24-1/2 foot cut-out in the southeast corner (Figure 4). Street trees are proposed for both California and Powell Streets. The project would require a variance for exception to the rear yard requirements of the Planning Code contained in Section 134 of the City Planning Code which required a minimum rear yard of 25%. Section 136 of the Code states that the rear yard may extend over underground parking "provided that no such garage shall occupy any area within the rear 15 feet of the depth of the lot."

The project sponsor proposes to begin construction in January 1989 with initial occupancy beginning sixteen months later, in May 1990. The estimated construction cost of the project would be \$7,480,000 (1988 dollars). The project architects are Tai Associates/Architects.

TABLE 1
PROJECT CHARACTERISTICS
(COMPARISON BETWEEN NEW PROJECT AND ORIGINAL PROJECT)

<u>No. of Stories and Units</u>	<u>ORIGINAL PROJECT</u>		<u>NEW PROJECT</u>	
	<u>Stories</u>	<u>Units</u>	<u>Stories</u>	<u>Units</u>
Residential Tower	11	16	9	16
<u>Proposed Floor Area</u>	<u>Gross Bldg Area</u>		<u>Gross Bldg Area</u>	
16 Units	33,600		33,935	
Lobby, Stairs, Elevators	11,010		11,810	
Mechanical Basement	<u>3,160</u>		<u>3,160</u>	
Total	47,770		48,905	
<u>Open Space</u>	1,200.5		2,373 ¹	
<u>Parking</u>				
Ground Floor	5,710		5,710	
Basement 1	5,560		6,075	
Basement 2	<u>5,560</u>		3,185 (storage & machinery)	
Total	16,830 = 16 spaces		11,785 = 20 spaces	
			14,970 = Total (3 levels)	
<u>Height and Bulk</u>	<u>Proposed</u>	<u>Permitted</u>	<u>Proposed</u>	<u>Permitted</u>
Height	120	160	90	160
Length	93	110	93	110
Diagonal	105	140	105	140
<u>Unit Density</u>	<u>Proposed</u>	<u>Permitted</u>	<u>Proposed</u>	<u>Permitted</u>
Units	16	30	16	30

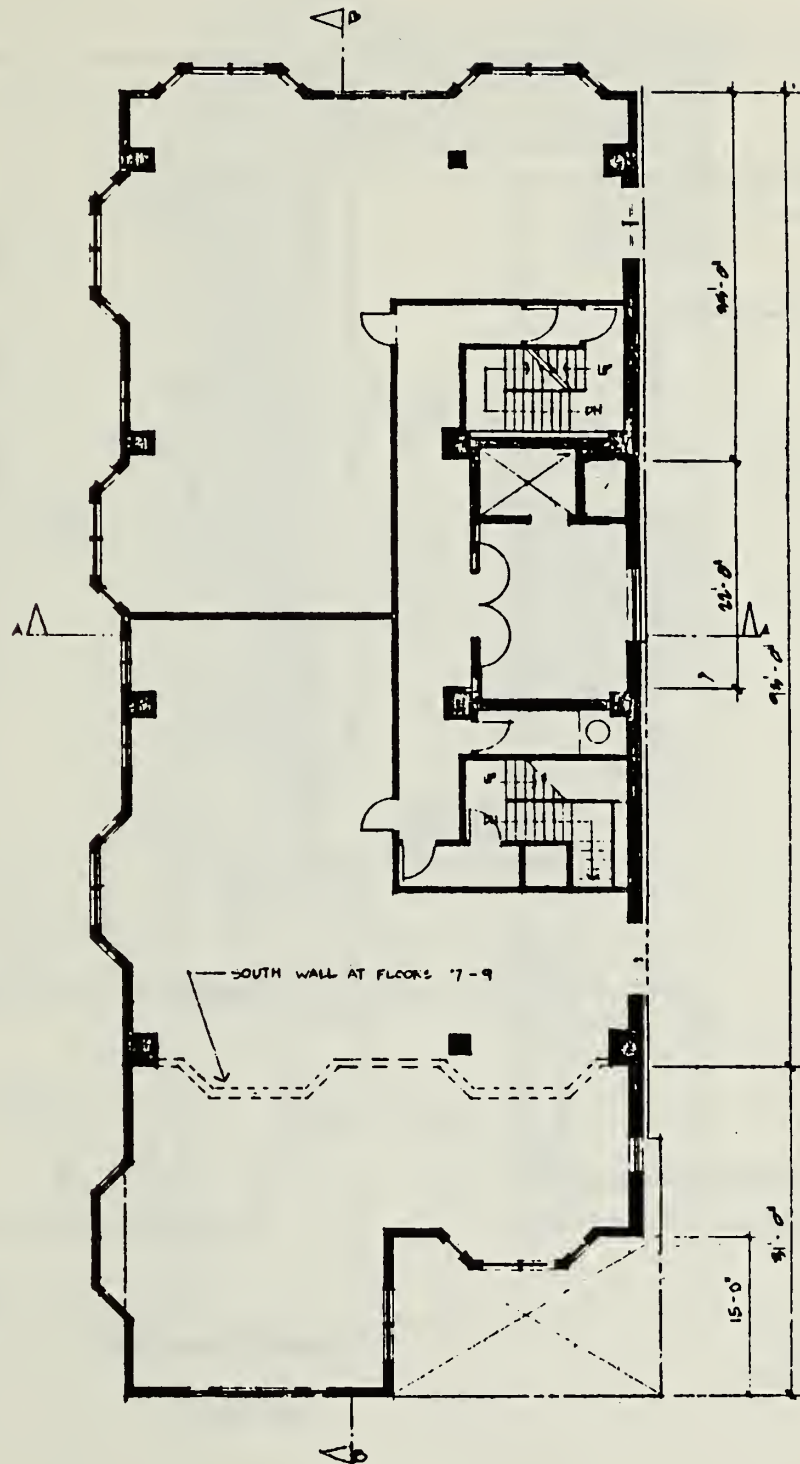
¹ Figure includes roof deck with 1,540 square feet and lower deck at 833 square feet.

TYPICAL RESIDENTIAL GROUND FLOOR PLAN

FIGURE 2

SOURCE TAI ASSOCIATES/ARCHITECTS

FEET 0 2 4 8



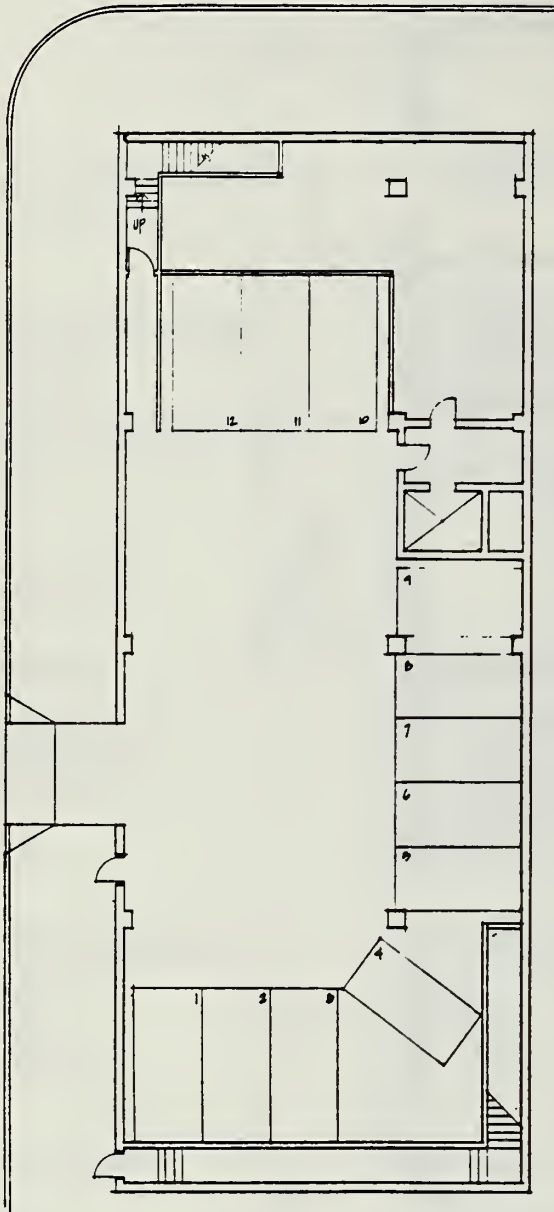
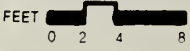
Typical Residential Floor Plan



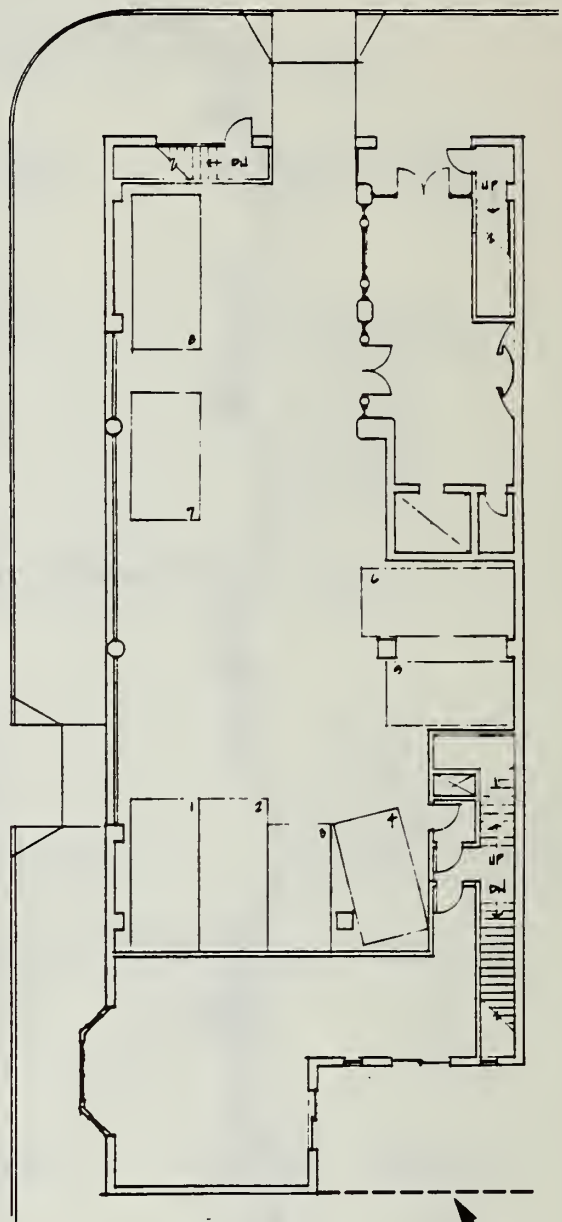
GROUND FLOOR/LEVEL B.1 FLOORPLAN

FIGURE 3

SOURCE TAI ASSOCIATES/ARCHITECTS



B.1 Plan



Ground Floor Plan

Property Line

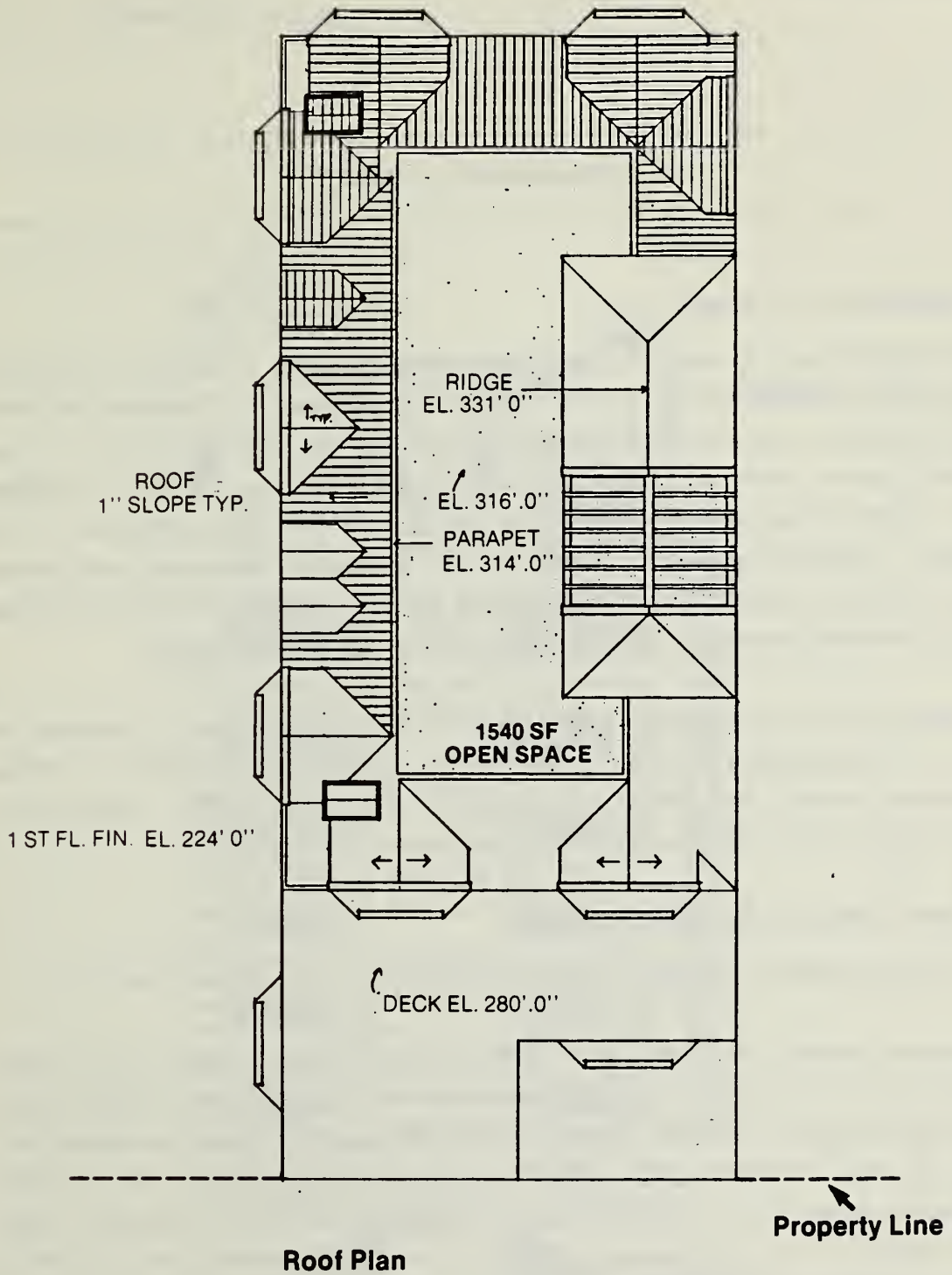


ROOF PLAN

FIGURE 4

SOURCE TAI ASSOCIATES/ARCHITECTS

FEET 0 2 4 8



IV. ENVIRONMENTAL IMPACTS

A. ISSUES NOT ADDRESSED

The California/Powell Project was examined in an Initial Study to identify its potential effects on the environment. The Initial Study was published on November 16, 1984. Certain potential environmental issues were determined to be either insignificant or their potential impacts would be mitigated through measures incorporated into the project design. Those issues were not addressed in the EIR and will not be addressed in this document. Those issues are land use; light and glare; population, employment and housing; noise; air quality; impacts from odors/burning of materials; utilities and public services; geology/topography; water; energy; hazards; cultural resources; and biology.

The issues discussed in the FEIR include: Urban Design and Visual Quality, Shadows and Wind, and Transportation, Circulation and Parking. This Supplemental EIR will discuss any potential change to these impacts as a result of the modified project. Changes to the Impacts Chapter of the EIR as a result of the Supplemental EIR are noted.

B. URBAN DESIGN AND VISUAL QUALITY

The following discussion replaces the Urban Design section of the FEIR (pp. 45-55).

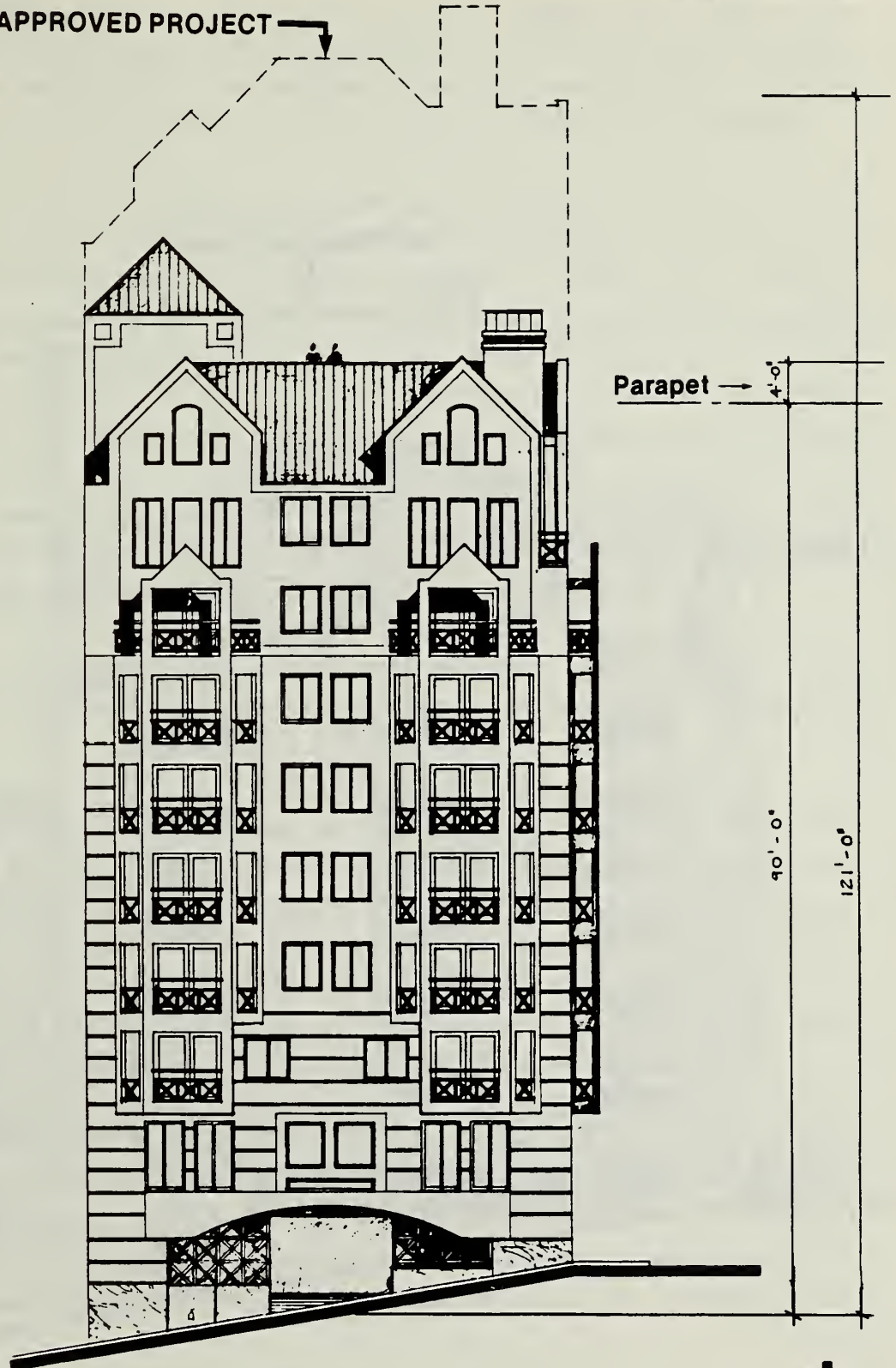
The proposed project would replace a vacant lot (6,100 square feet) with a 9-story residential tower. The tower is shown in Figures 5 and 6. The base would include storage and mechanical space on level B2, parking level B1, the ground floor and the second floor. Due to the slope of the site, the tallest points of this base would be at the lower elevations on Powell and California Streets. The arched entrance on California Street would be similar to the arched entrances of other buildings in the area, such as Stanford Court's entrance on California Street. From the second to the seventh floor, columns of slightly projecting, articulated bay windows would extend up the California

NORTH ELEVATION

FIGURE 5

SOURCE TAI ASSOCIATES/ARCHITECTS

APPROVED PROJECT

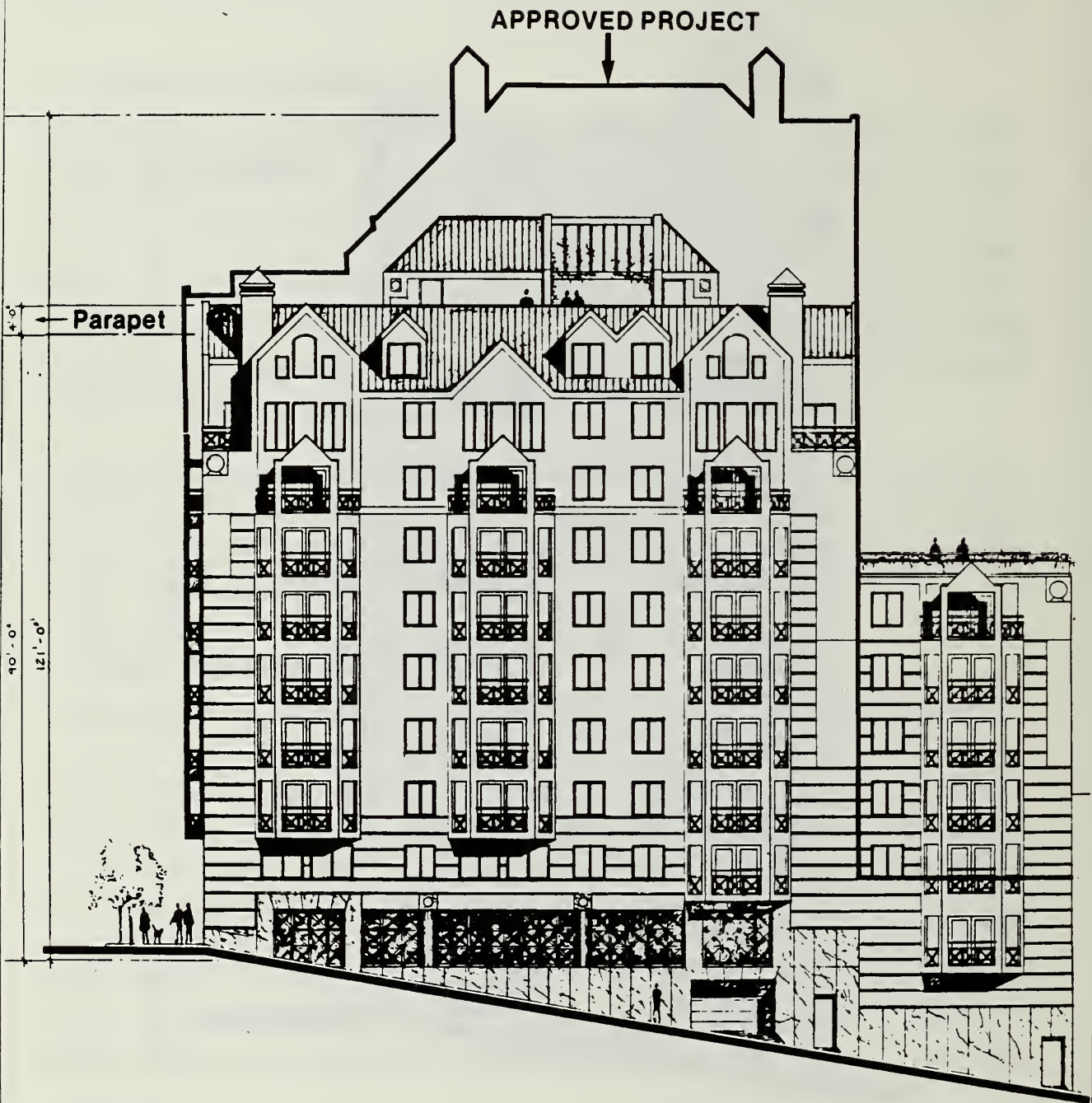


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WEST ELEVATION

FIGURE 6

SOURCE TAI ASSOCIATES/ARCHITECTS



eip

and Powell facades. Horizontal facade material would be placed at the corners of this mid-section, and would extend across the ground floor. At the eighth and ninth floors, picture windows would replace the bay windows. On the ninth floor, dormers would merge with the hip roof of the main building. A hip roof with gables would cap the building.

From the foot of Powell at Market, the project would appear as a new element in the skyline of Nob Hill. While the project area includes buildings of mixed age and architectural treatment, there is a relative consistency of building scale transition, wherein taller buildings are situated toward the top of the hill, while lower structures progress down the hill toward its base. The general effect is to emphasize the hill's ascending form. The project site is located below the summit of Nob Hill; the proposed 9-story building would rise above the structures located immediately adjacent on three sides. Two photomontages of the proposed project show how it would appear to the viewer from a vantage point below the site (Figure 7, page 16) and from a point looking down to the site (Figure 8, page 17). The project's roof would be about 10 feet lower than the Stanford Court Hotel directly to the west.

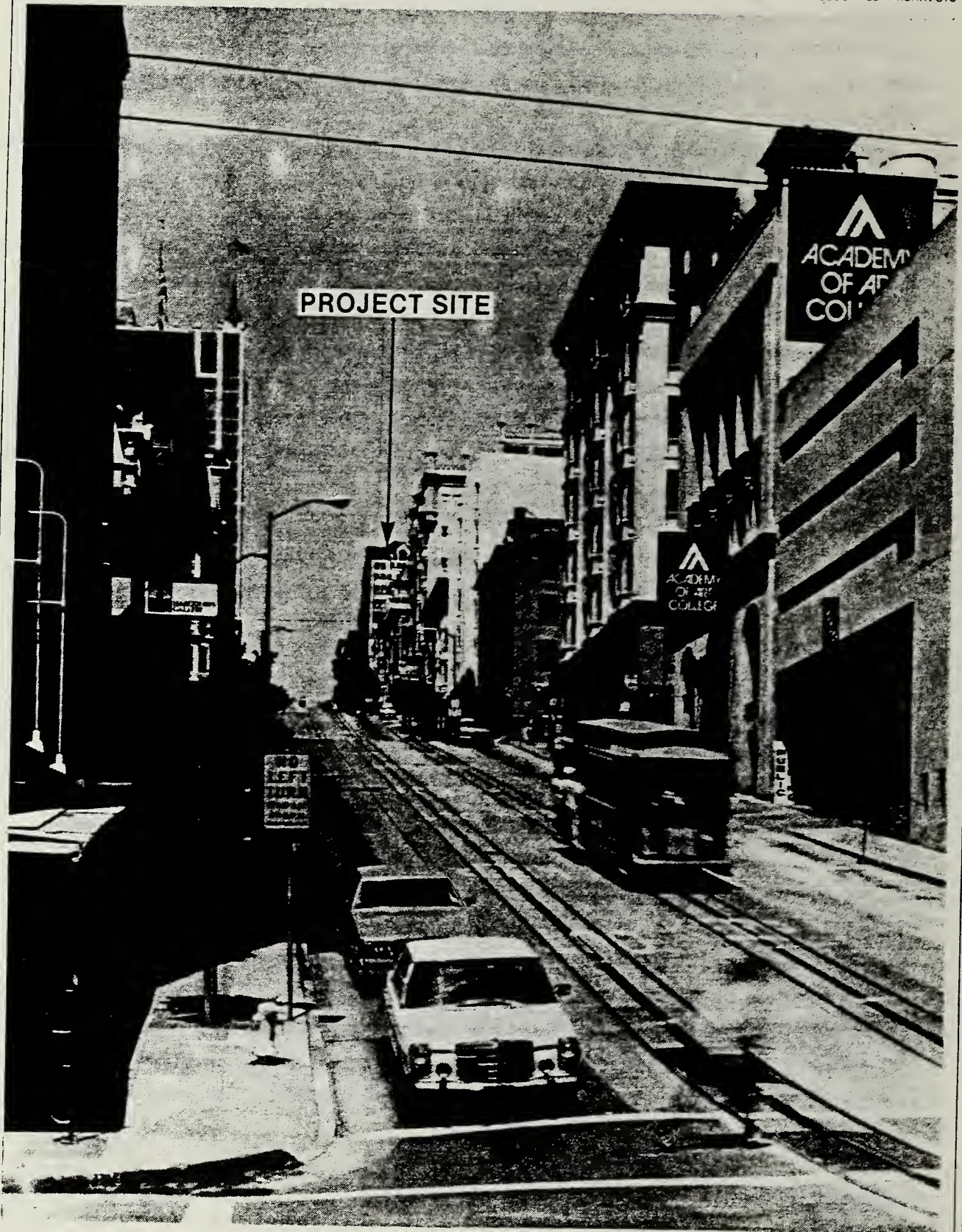
From more distant vantages, such as Potrero Hill to the south or Telegraph Hill to the east, the project would be only intermittently visible due to intervening topography and buildings.

In the immediate vicinity of the project, the Stanford Court Hotel and University Club would be most affected by the project in terms of visual impacts. Any structure on the project site of two stories or more in height would obstruct views from these buildings in varying degrees. The project would eliminate views eastward of the Financial District from the central portion to the north end of the Powell Street side of the Stanford Court Hotel. Views south from the four-story University Club, located immediately north of the site across California Street, also would be obstructed. Some views southeast from the California Street side of the Fairmont Hotel would be affected. Views from the Fairmont Tower and elevator on the exterior of the tower facing California Street would encompass the new structure to the southeast, but it would not obstruct major portions of view area toward the downtown. Views west from lower elevations on California Street east of the project site, and views north from lower elevations on Powell Street south of the project site would encounter some blockage of the Stanford Court and University Club, respectively.

PHOTOMONTAGE: LOOKING NORTH ON POWELL STREET

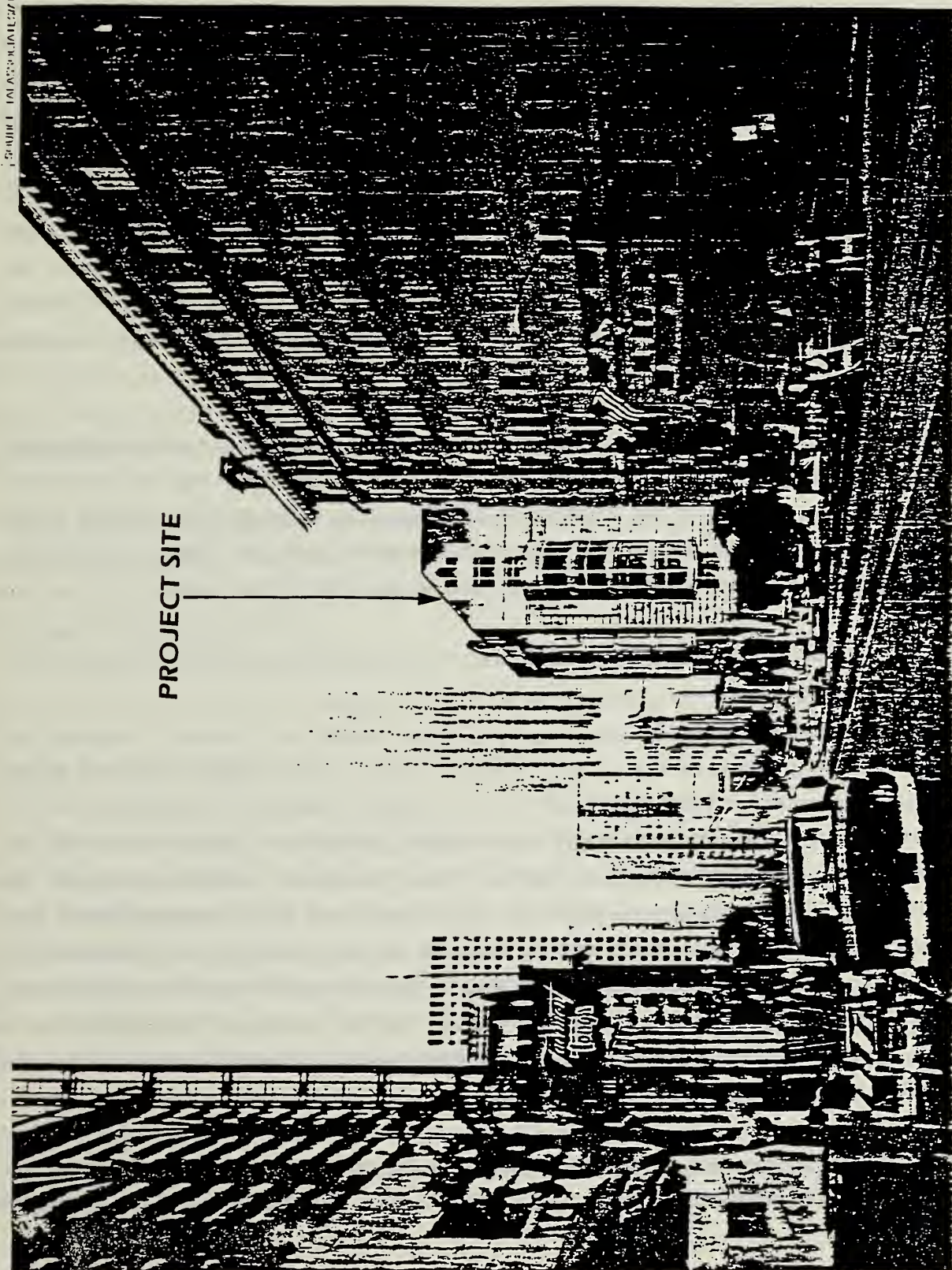
FIGURE 7

SOURCE: TAI ASSOCIATES / ARCHITECTS



PHOTOMONTAGE: LOOKING EAST ON
CALIFORNIA STREET

FIGURE 8



The project would be visible from the south side of Huntington Park.

The project would contribute to strengthening the form of the street network of Nob Hill by visually defining the southeast portion of the intersection of California and Powell Streets. There would be a loss of vacant space because there is currently no structure on the project site and a sense of enclosure would be increased. Street-level sight lines would be more strongly directed down Nob Hill along the existing street corridors. Removal of the existing retaining walls and surface parking, and visual access to the building's interior at the street-level entry would change the appearance of the project site over existing condition. Further pedestrian area visual improvements would be made by planting street trees.

Although the project would be similar in scale to some residential and hotel buildings in the site vicinity, such as the Stanford Court Hotel, it would be higher than the University Club and taller than all of the buildings on its block. The building's bulk, defined by its height, length and width, would be smaller than to the Stanford Court, Fairmont and Mark Hopkins Hotels because of the greater length and width of these structures.

The vacant project site is currently visible only to its immediate neighbors and passers-by. It does not block any views.

The Urban Design Plan, an element of the Master Plan, contains policies which will guide the decision-makers in their consideration of the project. Because these policies do not contain objective or measurable standards for judging compliance, opinions may differ as to the relationship of the project to these policies. The policies include a statement of the importance of views, particularly those of open space and water; a recognition of the importance of the existing street pattern. Several policies emphasize the importance of the relationships between new and old buildings, and the importance of San Francisco's historic fabric. The discussion above describes the project's impact on public and private views, its spatial relationship to the adjoining streets, and compares its height, bulk and materials to those of nearby buildings.

Policy 5 and Policies for New Development and its accompanying text encourage, in general, taller buildings at the top of hills. "Tall slender buildings should occur on many

of the City's hilltops to emphasize the hill form and safeguard views, while buildings of smaller scale should occur at the base of hills and in the valleys between hills." The project's height in relation to that of uphill and downhill buildings is described above, and illustrated by the photomontages, Figures 7 and 8.

C. SHADOWS AND WIND

The Shadows and Wind Section of the FEIR (pp. 56-66) is changed in the following way:

The wind effects of a structure are roughly proportional to the volume of wind intercepted. The modified project design would intercept less wind than the approved design because most of the building would be lower in the modified design. Although the southern terrace would be taller, the building is not exposed to winds from the west due to buildings across the street and the Powell Street downward slope.

The effect of the modified project design on street-level winds would be the same or less than the original project. The overall effects of the current modified design are likely to be very similar to those described in the earlier wind tunnel tests (see June 9, 1988 letter from Donald Ballanti, Appendix C).

The project would not cast new shadow on open space protected by Proposition K, the sunlight ordinance. However, the project would cast new shadow on streets, sidewalks and buildings in the project area.

Open space in the project area includes Huntington Park, 1-1/2 blocks to the west, Chinese Playground, 2 blocks to the north east in the block bounded by Sacramento, Clay, Stockton and Grant Streets, and the cable car stops on Powell and California Streets near the intersection of Powell and California. Huntington Park and Chinese Playground are both under the jurisdiction of the Recreation and Park Commission and are protected under San Francisco Proposition K, the sunlight ordinance. The California/Powell intersection attracts a number of pedestrians who wait to board the two cable cars that cross at this intersection. No building currently occupies the project site. However, the surrounding properties have buildings of various heights. The existing buildings in the vicinity of the project cast shadows on streets and sidewalks and each of the open spaces identified in the project vicinity.

Shadow patterns for existing and proposed buildings in the project area and the project are shown for 10:00 a.m., noon, and 3:00 p.m. for the four seasons: during winter and summer solstices when the sun is at its lowest and highest and during spring and fall equinoxes when the sun is at its mid point. (See Figures 9 through 12). Conditions from July through November mirror the conditions from January through May, (using solar time). The analysis includes shadows cast on streets, sidewalks, pedestrian areas, and open space in the area potentially affected by the proposed project. An outline of the project shadow as though cast on the ground is shown to illustrate the scale of the project in relation to the structures that would surround it. The diagrams show existing and approved building shadows and new shadow due to the project. The project would not provide any new open space. Project shadow on affected open space is discussed below.

December 21 (PST): At 10:00 a.m. on December 21 (see Figure 9), the project would shade the majority of the California and Powell Street intersection and much of Powell Street between California and Sacramento Streets including the Powell Street cable car boarding area north of California Street. At noon the proposed building would cast shadow on California Street directly north of the project site. At 3:00 p.m. the project would cast shadow to the northeast past the intersection of Sacramento and Stockton. No new shadows from the project would be generated because existing shadows would be present at this time.

March 21 (PST): At 10:00 a.m. on March 21 (see Figure 10), the project would add new shadow to the intersection of California and Powell Streets. At noon the shadows would have passed east through the intersection and would extend across California Street. By 3:00 p.m. the shadow would have travelled east about halfway down California Street between Powell and Stockton Streets.

June 21 (PDT): At 10:00 a.m. on June 21 (see Figure 11), the shadow would be concentrated on Powell Street just south of the intersection with California Street. At noon the shadow would fall on the sidewalk of the southeast corner of California and Powell Streets. At 3:00 p.m. the project would not add to existing shadow on the sidewalks or streets.

September 21 (PDT): At 10:00 a.m. on September 21 (See Figure 12), the project would add shadows to most of the intersection of California and Powell Streets including the California Street cable car boarding area west of Powell Street. Additional segments of both streets, west and south of the intersection, would be shaded by the project. At noon on September 21 the shadow would be limited to a portion of California Street, east of the intersection. By 3:00 p.m. the project would shadow part of California Street between Powell and Joice Streets.

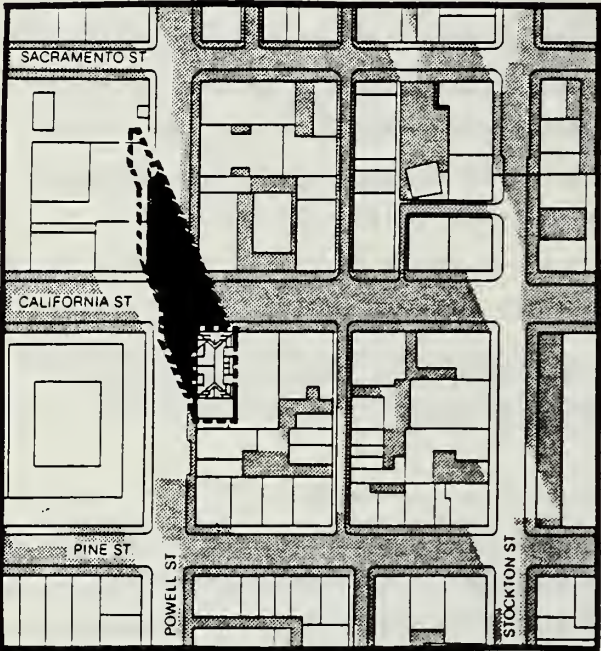
Shadow on Open Space

The proposed project would not add new shadow to any open space. The project would add new shadow to the intersection of Powell and California Streets.

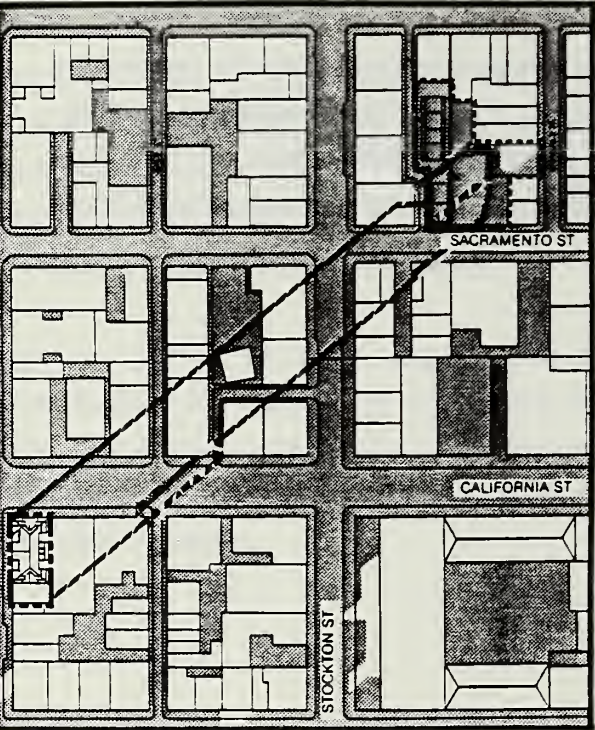
Proposition K

In June, 1984, the voters of the City and County of San Francisco approved Proposition K, the Park Shadow Ban initiative or sunlight ordinance, prohibiting the issuance of building permits for structures that would shade property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission unless the City Planning Commission in consultation with the Recreation and Park Commission determines that such shadow would have an insignificant adverse impact on the use of such property.

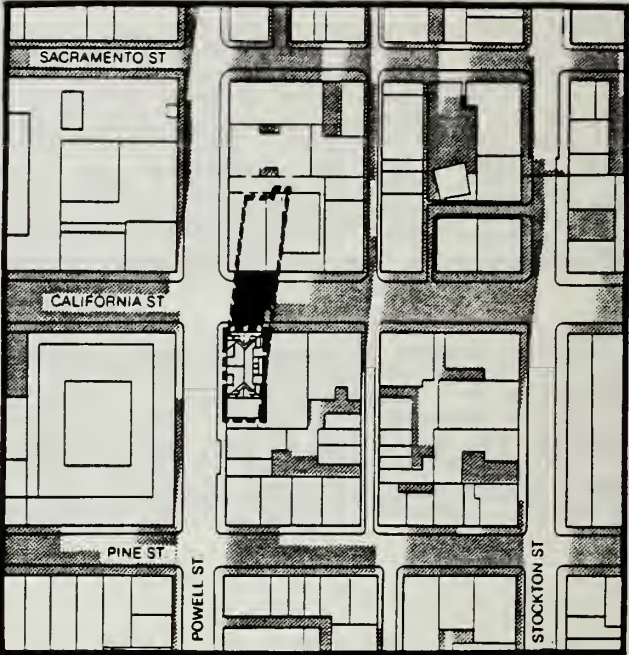
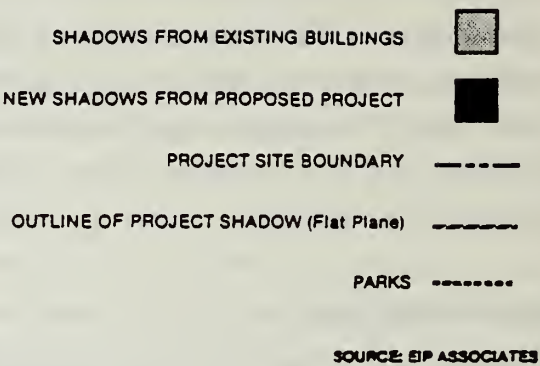
A detailed shadow analysis has been conducted to determine the project's impact on Proposition K - protected property. This study is on file at the Department of City Planning, 450 McAllister Street, San Francisco. It was determined that the proposed project would not add any new shadow to open space which is protected under Proposition K.



10:00 AM

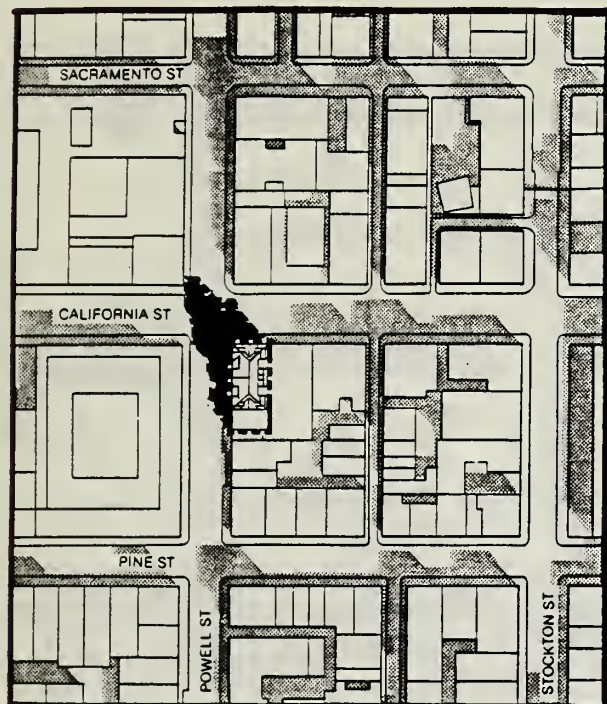


3:00 PM








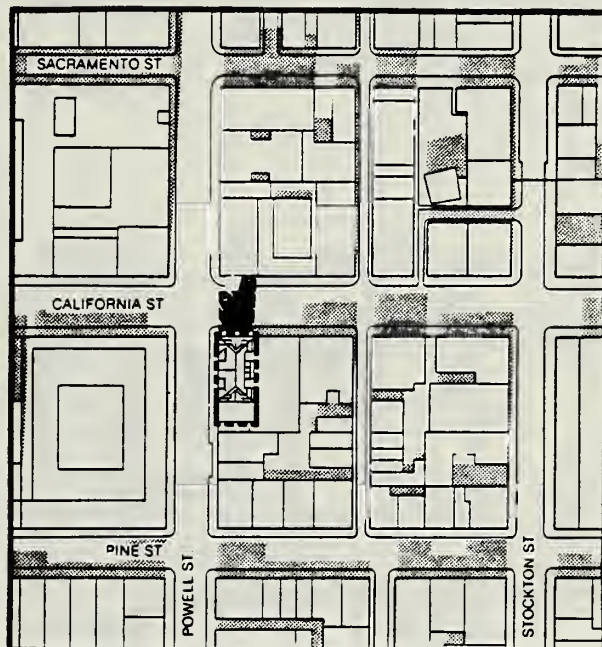
12 NOON



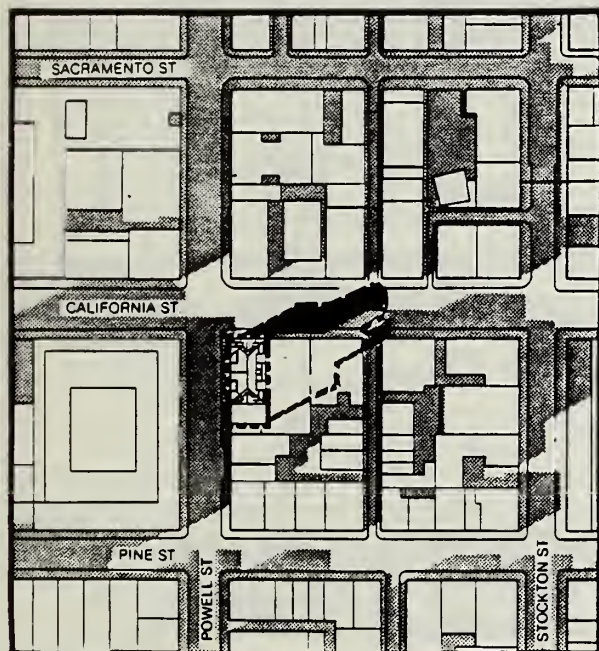


10:00 AM

- SHADOWS FROM EXISTING BUILDINGS 
- NEW SHADOWS FROM PROPOSED PROJECT 
- PROJECT SITE BOUNDARY 
- OUTLINE OF PROJECT SHADOW (Flat Plane) 
- PARKS 
- SOURCE: EIP ASSOCIATES

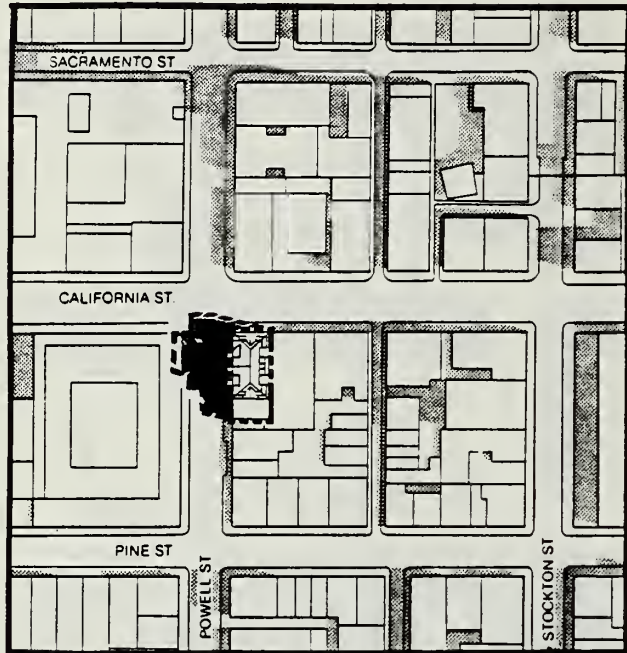


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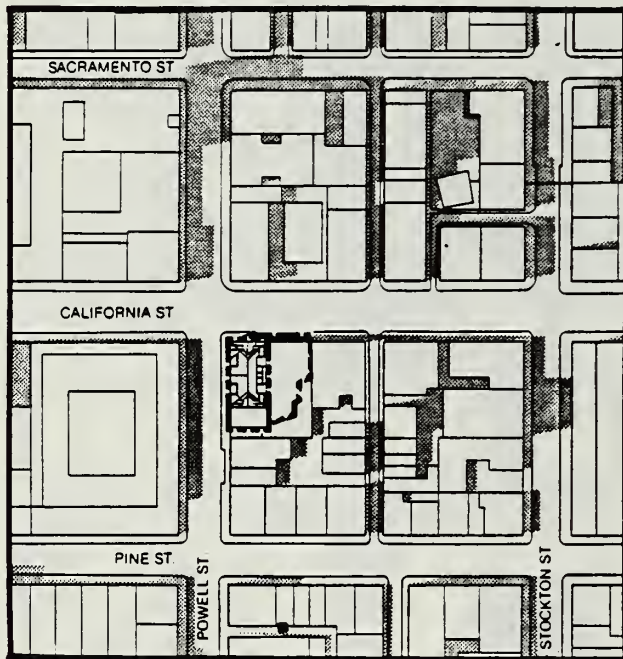


3:00 PM

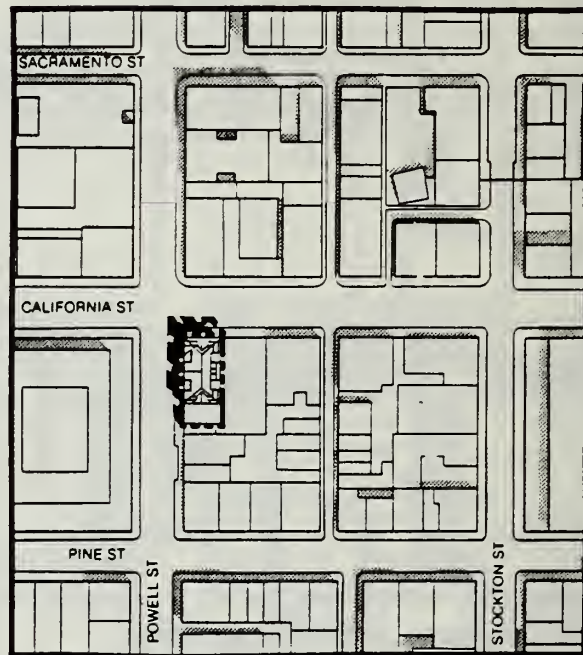
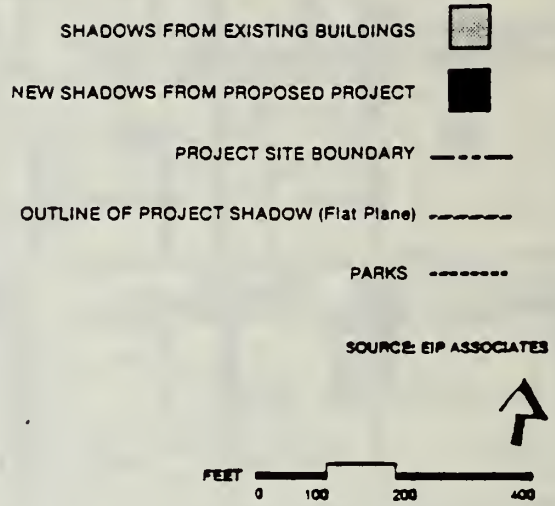
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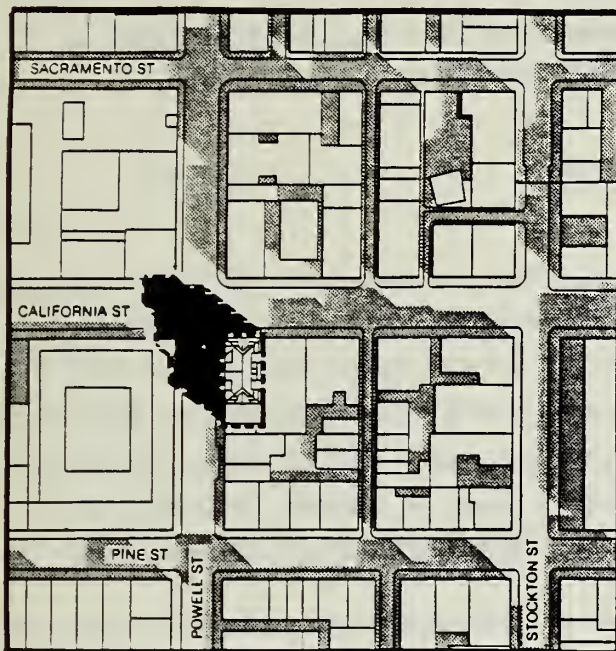


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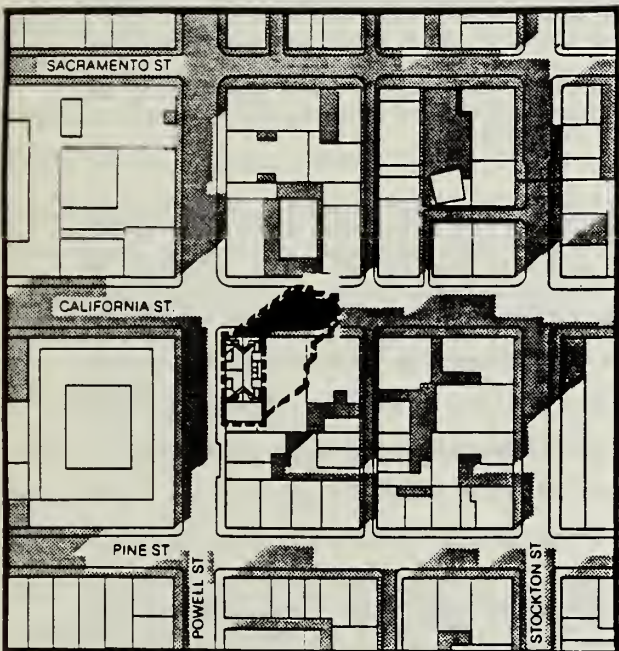


12:00 NOON






eip



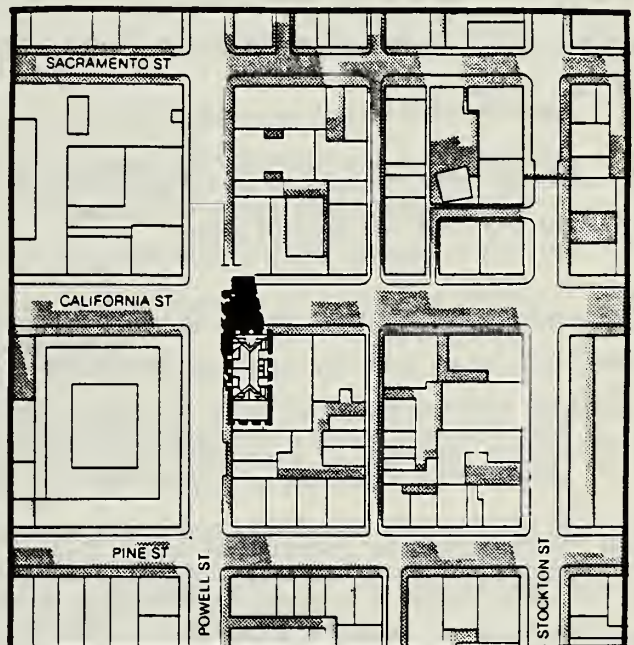
10:00 AM



3:00 PM

- SHADOWS FROM EXISTING BUILDINGS 
- NEW SHADOWS FROM PROPOSED PROJECT 
- PROJECT SITE BOUNDARY 
- OUTLINE OF PROJECT SHADOW (Flat Plane) 
- PARKS 
- SOURCE: EIP ASSOCIATES

FEET 0 100 200 400



12 NOON

eip

D. TRANSPORTATION, CIRCULATION AND PARKING

The Transportation, Circulation and Parking Section of the FEIR (pp. 67-71) is replaced as follows. This analysis is based on an August 5, 1988 transportation report which is Appendix A of this document.

1. Trip Generation (FEIR, pp. 67-68)

Person-trip generation estimates were prepared on a daily and p.m. peak-hour (4:30-5:30 p.m.) basis. Based on research conducted by the California Department of Transportation (Caltrans),¹ the project would generate about ten daily person trips per dwelling unit with 10% of the trips occurring during the p.m. peak hour. The 16 units would generate about 160 daily trips with 15 to 16 trips during the p.m. peak hour. Vehicle occupancy and modal split estimates were prepared to obtain the number of vehicles that would be generated by the proposed project. Estimated modal splits and trips by mode are shown in Table 2 below.

An average auto occupancy of 1.3 persons per vehicle² was assumed for all auto and taxi trips to and from the project site.

An intersection analysis was conducted for the Powell/California intersection. Results were calculated both for existing conditions during the p.m. peak hour and for additional vehicular traffic projected from the proposed project. Field counts were taken July 19, 1988, during the time of year with high numbers of tourists.

The intersection now operates at level-of-service E during the p.m. peak hour. (Level-of-service definitions are found in Appendix B, page A-27 of the FEIR). The inclusion of proposed project traffic (approximately 15 vehicles during the p.m. peak hour) would add less than one percent to existing volumes and would not change the level-of-service at the intersection. This analysis does not account for the reduction in vehicle trips to the site resulting from the removal of the existing parking lot. This is a conservative estimate.

2. Pedestrians

The project would generate about 4 p.m. peak-hour pedestrian trips (includes walking to/from transit). The major impact on pedestrians due to the project would occur during

TABLE 2
MODAL SPLIT/PERSON TRIPS

<u>Mode</u>	<u>Percent</u>	<u>Daily Trips</u>	<u>P.M. Peak Hours</u>
Auto	40%	64	6
Transit	10%	16	2
Walking	10%	16	2
Taxi	<u>40%</u>	<u>64</u>	<u>6</u>
Total	100%	160	16

the one-year construction period, when sections of the sidewalk may have to be blocked for safety. Pedestrians would probably be confined to reduced sidewalk areas adjacent to the site. Pedestrian flows would become more congested at these restricted points. A pedestrian facilities plan (covering the sidewalk during the construction period) would be required by the City's Bureau of Engineering prior to the issuance of a building permit.³ Such a plan would include signing and pedestrian detours.

When completed the project would decrease effective sidewalk widths along Powell Street from 13 to 7 feet. There would be no change in the effective sidewalk width along California Street. The project's four peak-hour trips would not result in a degradation in the "open" pedestrian flow characteristics on adjacent sidewalks and crosswalks. (Pedestrian flow regimes are contained in Appendix B, page A-27 of the FEIR).

3. Transit

The project would generate about 16 daily transit trips, with two p.m. peak-hour trips. The effect on Muni load factors would not be measurable. The intersection of California and Powell Streets is a major transfer point for cable car passengers. (The Powell-Mason and Powell-Hyde lines intersect on Mason Street). Project residents or visitors would compete with others to board the cable cars, which are operating at or beyond their capacity.⁴

4. Parking

A survey of on-street parking facilities within a two-block radius of the site was made in January 1979.⁵ For the parking spaces counted, the occupancy rate was 100%. A follow-up survey for on-street parking was conducted at 10:00 a.m. and noon in September 1984 by EIP Associates. Parking was found 88% occupied. Both of these occupancy rates indicate virtually saturated conditions.

The project would provide 20 parking spaces. City Planning Code requires 16 parking spaces. Seventeen parking spaces on the existing lot would be removed. There would be a net increase of 3 parking spaces. Vehicles that currently use the existing parking lot would seek other on- and off-street parking in the project area. Assuming these vehicles would use existing off-street facilities, the parking occupancy in these facilities would increase 1-2% (current occupancy is about 75%).

Taxi and automobile pick-ups would occur in the arrival court area of the project's ground floor (see Figure 3, page 10, this SEIR). Vehicles would be able to drive in and turn around in this area. Parking would be provided on two levels. The lower level would have an entrance/exit onto Powell Street.

Service vehicles would use the California Street entrance. Based on trip generation research,⁶ the completed project would generate an average of about one truck visit per day. The impact from truck activity would be most pronounced if it were to occur during either the a.m. or p.m. peak periods of traffic flow. The code does not require a loading space for this project. The project sponsor has included a mitigation measure to alleviate this impact.

The project would not include spaces for on-site guest parking. Visitors or guests would have to seek off-site parking. This would be of particular impact in the event of a party or other function at one or more of the condominium units. The result would be an increased demand for on-street parking, which is already saturated, and an increased demand for off-street parking in the garages in the project area. The off-street parking facilities in the area currently have about 25% of their 1,005 spaces available during daytime and evening hours⁷ and these spaces would be available to accommodate the project's visitors and guests. Traffic congestion would increase from motorists seeking

parking spaces. During major conventions or events at nearby facilities, the off-street parking would probably be saturated by visitors to the area. As an alternative, the limited project parking could cause guests to travel via taxi.

During the construction period, parking would be required for construction personnel. About 30 workers would be employed at the site for up to 12 months. Due to the shortage of on- and off-street parking spaces in the vicinity of the project site, these workers would have a difficult time finding parking spaces, increasing the demand for parking in the area.

5. Conflict Between Project Traffic and Cable Cars

The California/Powell intersection is the only intersection in the city where cable car lines intersect. This sometimes causes conflicts between the transit vehicles and automobiles. Muni provides a flagman to help regulate cable car lines so the cable cars can stop at passenger loading points at the California/Powell intersection. The flagman is stationed in a kiosk at the southwest corner of the intersection, adjacent to the project site. Cable cars northbound on Powell Street cannot stop on the steep grade and must continue to the California/Powell intersection.

In the event of an emergency or disruption of this northbound travel, the cable car would either brake and roll back to Pine Street in a controlled operation, or if the car loses its cable within 75 feet of the top of the hill, the car would be stopped by one of three safety latches and a maintenance crew would be needed to release the car from the safety latch.

California Street in front of the site includes a curb to curb width of 55 feet with an 18 foot traffic area westbound and a 17-foot traffic area eastbound. There is a 20-foot striped cable car track area in the middle. Two westbound lanes available to carry traffic outbound from the downtown result from a prohibition against curb parking on the north side of California Street.

Powell Street, adjacent to the site is about 38.5 feet wide (curb-to-curb) with approximately 9.5-foot traffic lanes in each direction. The other 20 feet is comprised of a raised concrete area (approximately 1" to 2" high) in the center of Powell Street containing northbound and southbound cable car tracks. The tracks are further separated

from the northbound traffic lane by five guide-posts along the east side of the raised concrete area, beginning at the crosswalk at the California/Powell intersection and extending down the Powell Street hill about 50 feet.

Based upon the distribution of garage spaces, 60%, or three of the private vehicle trips would use the Powell Street driveway. The remaining 12 p.m. peak-hour vehicle trips (ten taxi and two private vehicles) would use the project's main access driveway on California Street. The site's California Street frontage has a 17-foot wide traffic lane between the curb and the striped cable car track area. Vehicles could complete the inbound and outbound right turn maneuvers within this design (as do vehicles from the existing parking lot).

If project generated left-turns were to occur across the California Street tracks, cable car operation could be disrupted and/or delayed. The striped cable car track area discourages motorists from turning left across the tracks. Signs that state "Right-Turn-Only" or the equivalent, would be placed by the project sponsor at all of the project's automobile exits to prevent disruption of Muni cable car service (see FEIR, p. 73). The proposed project's Powell Street driveway would generate a total of up to 3 p.m. peak hour vehicle trips. The project's traffic could conflict with cable car operations by turning left into the project driveway across the Powell Street cable car tracks. Because of the cable car's difficulty stopping on steep hills, disruption from crossing vehicles could cause the uphill cable car to brake and roll back to Pine Street.

To prevent vehicles from turning left across the Powell Street cable car track area, the project sponsor, the Department of Public Works, and Muni have agreed on a mitigation measure. To deter vehicles from turning left across the cable car track area, it is recommended that a raised median be installed in the Cable Car right-of-way extending along Powell from Pine to California. This would be in the middle of and run parallel to the north and southbound tracks. It would be approximately six to eight inches high, 18 inches wide, and bordered by a yellow line.

6. Cumulative Transportation Impacts

A number of residential developments other than the project are under construction or proposed for construction in the Nob Hill Area. An analysis of the localized impacts of cumulative residential vehicular traffic has been prepared and is available in the project

file.⁸ This analysis considered the traffic impacts of the following projects in addition to the California-Powell Condominiums: 959 Powell Street; 1150 Sacramento Street, 36 units; 1300 Sacramento, Street, 24 units; 1208-1212 Jones Street, 12 units; 1400 Jones Street, 12 Units; 1340 Clay Street, 30 units; 1130 Sacramento Street, seven units; and, 1045 Mason Street, 31 units for the elderly.

In addition, the report assumed a 1% annual increase in background traffic. The analysis was for the year 1992, when all of these projects could be occupied. The report found that, during the p.m. peak hour, the highest volumes of new traffic as a result of this new residential development would be westbound on Sacramento Street. This cumulative traffic would result in changes of Level of Service at area intersections as shown in Table 3.

Traffic from the California/Powell Condominiums would account for five or fewer cars during the hour at any of these study area intersection.

7. Construction Impacts

During construction, equipment and material deliveries could result in vehicles encroaching into the adjacent streets. The activities would be particularly disruptive along Powell Street, which has only one northbound travel lane adjacent to the site. The maximum truck activity would occur during site excavation. During this period, about seven to ten trucks would visit the site daily.⁹ Due to the narrow width of Powell Street, construction truck activity could encroach into the cable car track area, disrupting the northbound Powell Street cable cars. The project sponsor has included a mitigation measure to alleviate this temporary impact (see FEIR Mitigation Section, p. 72).

¹ Caltrans District 4, Thirteenth Progress Report on Trip Ends Generation,; June 1981.

² Ibid.

³ Roy Wong, Engineering Associate, Bureau of Engineering, Department of Public Works, telephone conversation, April 12, 1982.

TABLE 3
1992 LEVEL OF SERVICE (LOS)
WITH CUMULATIVE LOCAL RESIDENTIAL TRAFFIC¹

Intersection	Existing		Peak Hour Intersection Movements	1992 With Residential Development ³	
	V/C ²	LOS		V/C	LOS
Clay/Mason ⁴	N/A	A	19	N/A	A
Sacramento/Mason ⁴	N/A	B	94	N/A	C
Clay/Powell ⁴	N/A	C	25	N/A	D
Sacramento/Powell ⁴	N/A	C	112	N/A	D
Sacramento/Stockton ⁵	0.70	B	122	0.83	D
Stockton/Clay ⁶	0.90	D	13	0.94	E
Clay/Taylor ⁷	N/A	A	19	N/A	A
Sacramento/Taylor ⁷	N/A	A	60	N/A	A

¹ All 1992 calculations (except Stockton/Clay) include 1% per year (1987-92) background though traffic increases (unrelated to residential growth in the project vicinity).

² Volume/Capacity Ratios are not applicable to unsignalized intersections.

³ Calculations by Gilbert G. Bendix, P.E. All figures include critical trips potentially added by study area residential development.

⁴ "1992 Without Development" calculations for unsignalized intersections by William Marconi, P.E., as derived from "Existing" (i.e., 1987) LOS calculations by Gilbert G. Bendix, P.E. (see Table 6, column 2).

⁵ DKS INTCAP Model run by Bendix Environmental Research, Inc.

⁶ V/C ratio derived from calculation by William Wycko, Department of City Planning, and reflects portion of Wycko-estimated Chinatown Cumulative 2000 traffic assumed to occur by 1992 (i.e., 33 trips, or, 1/3 of total new trips).

⁷ Unsignalized intersection calculations by Gilbert G. Bendix, P.E.

Source: "Transportation Report for 1045 Mason Street and 1130 Sacramento Street Proposed Construction," August, 1988; Bendix Environmental Research, Inc., and "Transportation Impact Analysis for the Proposed Chinatown Rezoning Plan," January 1987.

⁴Existing load factors range from 0.65-0.75 (all seats occupied) during winter months to 1.5-1.6 (all seats occupied plus 30-40 standees) during the peak tourist season.

⁵D.K. Goodrich, Traffic Engineer, counts conducted, Monday, January 29, 1979.

⁶Truck Traffic would represent less than 1% of the total trips; Caltrans District 4, Thirteenth Progress Report on Trip Ends Generations, 1981.

⁷Survey conducted by EIP Associates, March 1985.

⁸"Transportation Report for 1045 Mason Street and 1130 Sacramento Street Proposed Construction," Bendix Environmental Research, Inc., August 1988.

⁹2,000 cubic yards (cu. yd.) excavation @ 10-16 cu. yd. per truck/20 working days = 7 to 10 trucks daily.

V. MITIGATION MEASURES INCLUDED AS PART OF THE PROJECT

In order to mitigate the potential impacts resulting from conflict between project-generated traffic and the cable cars, the project sponsor, in consultation with MUNI, has agreed to the following measure. It is described further in a memorandum from Jo Ann Ivester of MUNI found in Appendix A of this document.

The project sponsor would install a raised median in the Cable Car right-of-way extending along Powell from Pine to California. This would be in the middle of and run parallel to the northbound and southbound tracks. It would be approximately six or eight inches high and 18 inches wide, bordered by a yellow line. Additional reflectorized markers would be installed on both sides of the existing right-of-way between Pine and California Streets.

Design of the raised median would be completed in conjunction with and subject to review and approval by the Municipal Railway and the Department of Public Works, Bureau of Traffic Engineering and Operations. Installation would be performed by the Department of Public Works with costs to be borne by the developer.

"Right Turn Only" would be stenciled otherwise emplaced on the edge of the new raised median directly opposite the garage entrances. This would be done by the Department of Public Works Bureau of Traffic Engineering and Operations with costs to be borne by the developer. There would be flashers installed in the two garages that would be activated by a cable car proceeding northward from Pine Street toward California Street.

There would also be other "Right Turn Only" signage installed inside the garage, as well as instructions to automobile drivers not to enter the garage until the flashers stop blinking. Design and installation of these would be done in conjunction with and subject to review and approval by the Municipal Railway Division of Engineering and Construction. Costs for maintenance of these, as well as the responsibility for maintenance of flashers and signage within the garage, would be the responsibility of future owners of the property.

**VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED
IF THE PROPOSED PROJECT IS IMPLEMENTED**

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081 and 15082 of the State EIR Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter V, Mitigation Measures, pages 72 thru 77 in the FEIR.

No new unavoidable significant environmental impacts resulting from the project proposed in this Supplemental EIR have been identified.

The findings of significant impacts are subject to final determination by the City Planning Commission as part of its certification process. This chapter in the Supplemental EIR will be revised, if necessary, to reflect the Commission's findings.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

A. ALTERNATIVE ONE: REDUCED PARKING

The FEIR discussed six alternatives: No-Project alternative, No Emergency Access/Loading on Powell Street alternative, No Variance alternative, No Conditional Use alternative, No Shadow on Chinese Playground alternative, and 65-foot Building alternative (FEIR, pp. 79-90E). This alternative supplements those contained in the FEIR.

This alternative would differ from the proposed project by having sixteen total parking spaces rather than the twenty spaces in the proposed project. Additionally, there would be three levels of parking; the ground floor would have spaces for two cars, the first basement level would have spaces for eight cars, and the second basement level would have spaces for six cars. There would be an entrance/exit for each level. The ground floor entrance/exit would be on California Street while the two basement entrances /exits would be on Powell Street. This alternative would have sixteen spaces for parking cars instead of twenty, three garage levels instead of the proposed two, and three entrances/exits instead of two, with the third entrance/exit on Powell Street.

The impacts associated with this alternative would be the same as for the proposed project except for certain circulation aspects. There would now be two entrance/exits serving a total of 14 cars on Powell Street. There would be two curb cuts for driveways and there would be an additional garage door. Residents' only would enter/exit from the Powell Street entrances/exits. Service vehicles would use the California Street entrance/exit, either pulling into the main entrance and backing out or parking temporarily on California Street. Two tenants would have parking spaces on the ground floor and would use the California Street entrance/exit. The increase of entrances/exits on Powell Street would exacerbate the potential project-generated interference with Muni Powell Street cable car operations.

The project sponsor has rejected this alternative for the following reason. The additional entrance/exit on Powell Street, instead of eliminating or reducing the potential for project-generated interference with Muni Powell Street cable car operations, increases this potential.

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APPENDIX A
TRANSPORTATION

MEMORANDUM REPORT

Date: August 5, 1988
To: Stu During, EIP Associates
From: George W. Nickelson, Omni-Means, Ltd.
SUBJECT: Driveway Access for the Revised California/Powell Project

Introduction

This memorandum report addresses the issue of driveway access for the revised California/Powell residential condominium project. The previous project proposal included a three level 16 space parking garage with access via a California Street driveway and two access driveways proposed on Powell Street to serve the two lower levels of the garage.

The current site plan involves two separate garage levels with the following characteristics:

- Upper level with 8 spaces accessed from a California Street driveway.
- Lower level with 12 spaces accessed from a Powell Street driveway.

This memorandum addresses the effects of the project's driveway traffic on the adjacent street traffic and the California and Powell cable car lines.



Existing Conditions

Based upon a July 1988 count,⁽¹⁾ the pm peak hour operation of the California/Powell intersection is level of service (LOS) "E" (calculation attached). The 1988 volumes are within 10% of the volumes counted in 1984 for the prior projects EIR.⁽²⁾ That document concluded that the intersection's operation is in the LOS "D" - "E" range and this 1988 analysis supports that finding. It is noted that the current pm peak hour volumes are approaching the minimum levels at which a traffic signal could be warranted.⁽³⁾

Pedestrian flows at the California/Powell crosswalks and the sidewalks adjacent to the site were "open" during a July, 1988 count.⁽⁴⁾ While pedestrian flows on sidewalks and crosswalks tend to be open, pedestrian problems relate to cable car passengers queuing in the street areas. This queuing occurs on the north leg of Powell and the west leg of California, resulting in periodic pedestrian obstruction of traffic flow.

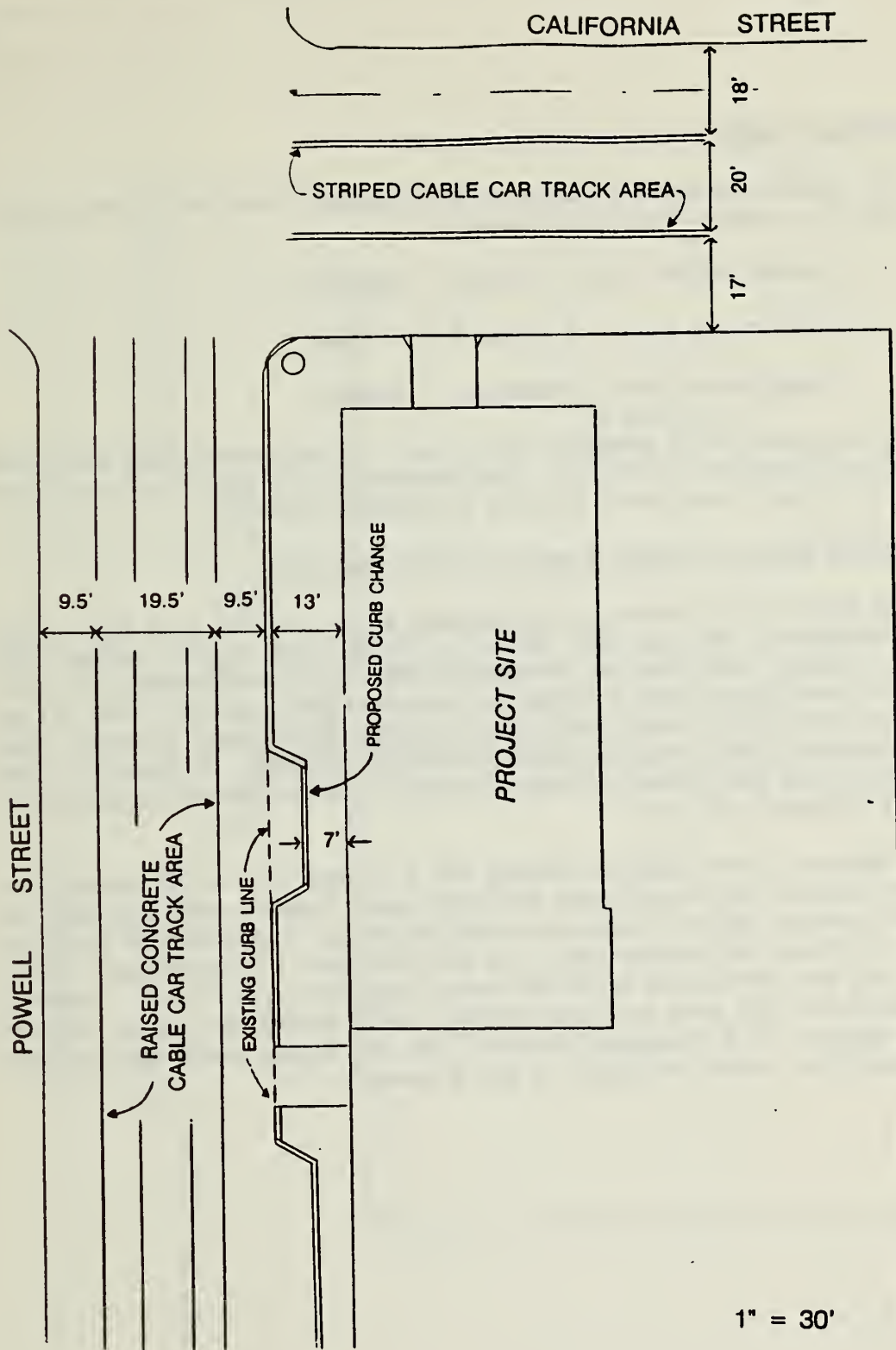
The current configuration of the site's California Street and Powell Street frontages is detailed in Figure 1.

As indicated in this Figure, the California Street frontage includes a curb to curb width of 55 feet with an 18 foot traffic area westbound and a 17 foot traffic area eastbound. Curb parking is prohibited on the north side of California Street, resulting in two westbound lanes being available to carry traffic outbound from the downtown. A striped 20 foot wide area in the center of California Street contains the eastbound and westbound cable car tracks.

Adjacent to the site, Powell Street is approximately 38.5 feet wide (curb to curb) with approximately 9.5 foot traffic lanes in each direction. A 19.5 foot wide raised concrete area (approximately 1" - 2" high) in the center of Powell Street contains northbound and southbound cable car tracks. The tracks are further separated from the northbound traffic lane by 5 guideposts along the east side of the raised concrete area. The posts start at the crosswalk at the intersection and extend about 50 feet down the Powell Street Hill.

The California/Powell intersection is unique in terms of transit activity. The intersection of three cable car lines causes conflicts between the transit vehicles and automobiles. Muni provides a flagman to help regulate cable car lines so that the cars can stop at cable car passenger loading points at the California/Powell intersection (at the crest of the hill). There are no other locations where a flagman is used in the City. The muni flagman is stationed in a kiosk at the southeast corner of the intersection, adjacent to the project site. Northbound Powell Street cable cars cannot stop along the steep street grade and must continue to the California/Powell intersection. In the event of an emergency or disruption of this northbound travel, the cable car would brake and roll back (a controlled operation) to Pine Street and repeat the ascent. However, if the cable car loses its cable within 75 feet of the top of the hill, the car would be stopped by one of three safety latches and a maintenance crew would be needed to release the car from the safety latch.





STREET CONFIGURATION ADJACENT TO SITE



omni·means

figure 1

Project Driveway Traffic

A total of 15 vehicle trips would be generated by the project during the PM peak hour.⁽⁵⁾ These vehicle trips would reflect the following:

- 5 private vehicle trips; 4 inbound, 1 outbound
- 10 taxi vehicle trips; 5 inbound, 5 outbound
- 15 total vehicle trips 9 inbound, 6 outbound

Based upon the distribution of garage parking spaces, 3 of the private vehicle trips would be in/out of the Powell Street driveway. The remaining 12 PM peak hour vehicle trips would use the project's main access driveway on California Street.

Driveway Traffic Effects on Traffic Flows and Cable Car Service

The project's Powell Street driveway would generate a total of 3 PM peak hour vehicle trips. The northbound PM peak hour volume on Powell Street is 200 vehicles.⁽¹⁾ The addition of 3 vehicles would have no measurable effect on this northbound traffic flow. Although the Powell Street cable car tracks are separated from the traffic lanes (by the raised concrete median area) traffic could turn left in/out of the project driveway. Thus, the project's driveway traffic could conflict with cable car operation. As shown in Figure 2, the widened traffic lane adjacent to these driveways would satisfactorily accommodate inbound and outbound right turns.

The site's California Street frontage currently has a 17 foot wide traffic parking lane between the curb and the striped cable car track area. Vehicles could complete the inbound and outbound right turn maneuvers within this design. The eastbound California Street traffic is about 465 vehicles during the PM peak hour. The driveway's 12 PM peak hour right turn movements would not measurably affect traffic flows. With this driveway signed for right turns only, the driveway traffic should not conflict with the cable car operation. It is recognized, however, that the signing would not physically restrict vehicles from turning left in/out of this driveway.



RAISED CONCRETE AREA FOR
POWELL ST. CABLE CAR TRACKS

LOWER LEVEL PARKING
(12 SPACES)

1" = 12'



omni·means

PROPOSED LOWER-LEVEL GARAGE
ACCESS ON POWELL STREET



figure 2

Effect of Powell Street Sidewalk Changes

The current project site plan proposes a Powell Street curb relocation immediately adjacent to the site driveway, reducing the sidewalk width from 13 feet to 7 feet. Because street trees limit the existing effective width to about 8-9 feet, the curb relocation would only slightly reduce the actual space available for pedestrians. The current "open" pedestrian flow conditions would be maintained with the relocated curb line.⁽²⁾

Conclusions/Recommendations

Although the current proposal for site access on Powell Street could generally be accommodated without significant traffic impacts, the driveway traffic could conflict with cable car service. To deter vehicles from turning left across the cable car track area, it is recommended that a raised (6"- 8" high and 18" wide) median be installed between the northbound and southbound cable car tracks in Powell Street⁽⁶⁾

Adjacent to the proposed Powell Street driveway, the relocated curb line would reduce the available sidewalk width but pedestrian flows would remain "open".

At the site's California Street driveway, the driveway traffic should have no effects on traffic flow or cable car operation. In fact, the driveway traffic would be reduced from that generated by the existing 17 space parking lot.

REFERENCES

- (1) Vehicle Counts Conducted by Omni-Means, Ltd. on July 18, 1988.
- (2) San Francisco DCP, California-Powell Condominiums Environmental Impact Report, 84.308E, Certified May 1986.

PM peak hour vehicle trips calculated as follows:
 - (3) Federal Highway Administration, Manual on Uniform Traffic Control Devices, 1966.
 - (4) Pedestrian counts conducted by Omni-Means, Ltd. on July 18, 1988.
 - (5) 16 units @ 1 pm peak hour person trip per unit = 16 trips
16 trips x 40% auto/1.3 persons per auto = 5 vehicle trips
16 trips x 40% taxi x 2 one-way trips/1.3 persons per vehicle = 10 vehicle trips
 - (6) This solution was recommended based upon a discussion of the issue with Mr. Gordon Chester, of the City's Traffic Engineering Division, on July 9, 1987.



APPROXIMATE LEVEL-OF-SERVICE VOLUMES FOR
FOUR-WAY STOP-CONTROLLED INTERSECTIONS

DEMAND
SPLIT

2 LANE X 2 LANE
MAXIMUM VOLUME AT LEVEL-OF-SERVICE:

	A	B	C	D	E
50/50	900	1,045	1,200	1,355	1,525
55/45	855	990	1,140	1,290	1,450
60/40	810	940	1,080	1,220	1,370
55/35	760	880	1,010	1,140	1,285
70/30	720	835	960	1,085	1,220

DEMAND
SPLIT

2 LANE X 4 LANE
MAXIMUM VOLUME AT LEVEL-OF-SERVICE:

	A	B	C	D	E
50/50	1,350	1,565	1,800	2,035	2,285
55/45	1,290	1,495	1,720	1,945	2,185
60/40	1,245	1,445	1,660	1,875	2,110
65/35	1,225	1,420	1,630	1,840	2,070
70/30	1,210	1,400	1,610	1,820	2,045

DEMAND
SPLIT

4 LANE X 4 LANE
MAXIMUM VOLUME AT LEVEL-OF-SERVICE:

	A	B	C	D	E
50/50	1,650	1,915	2,200	2,485	2,795
55/45	1,555	1,800	2,070	2,340	2,630
60/40	1,480	1,715	1,970	2,225	2,500
65/35	1,410	1,635	1,880	2,125	2,390
70/30	1,365	1,585	1,820	2,055	2,310

SOURCE: Herbert, J., "A Study of Four-Way STOP Intersection Capacities."
Highway Research Record 27, Highway Research Board, Washington, D.C.
(1963).

Figure 9-2C
PEAK HOUR VOLUME WARRANT
(URBAN AREAS)

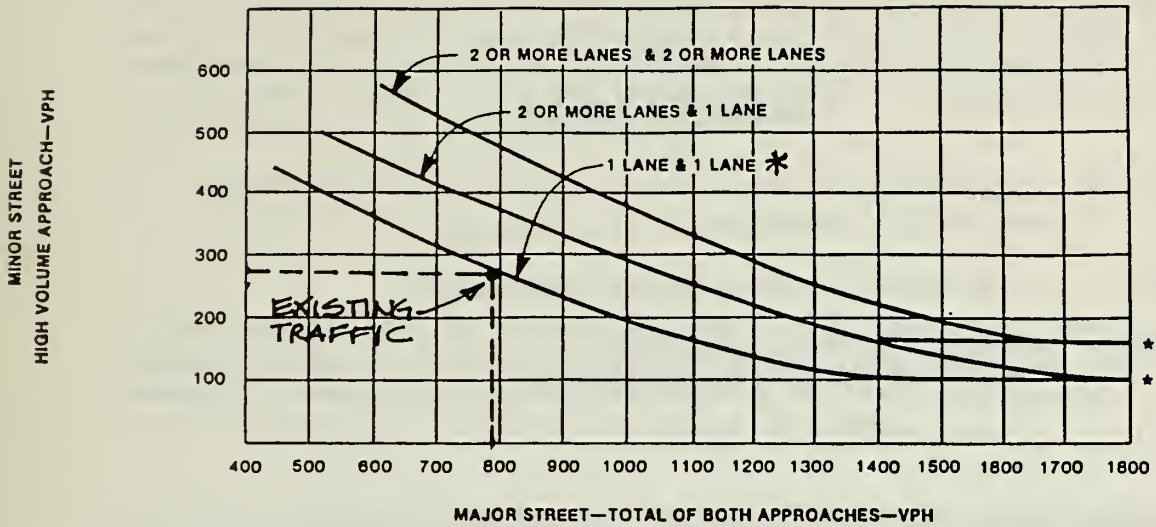
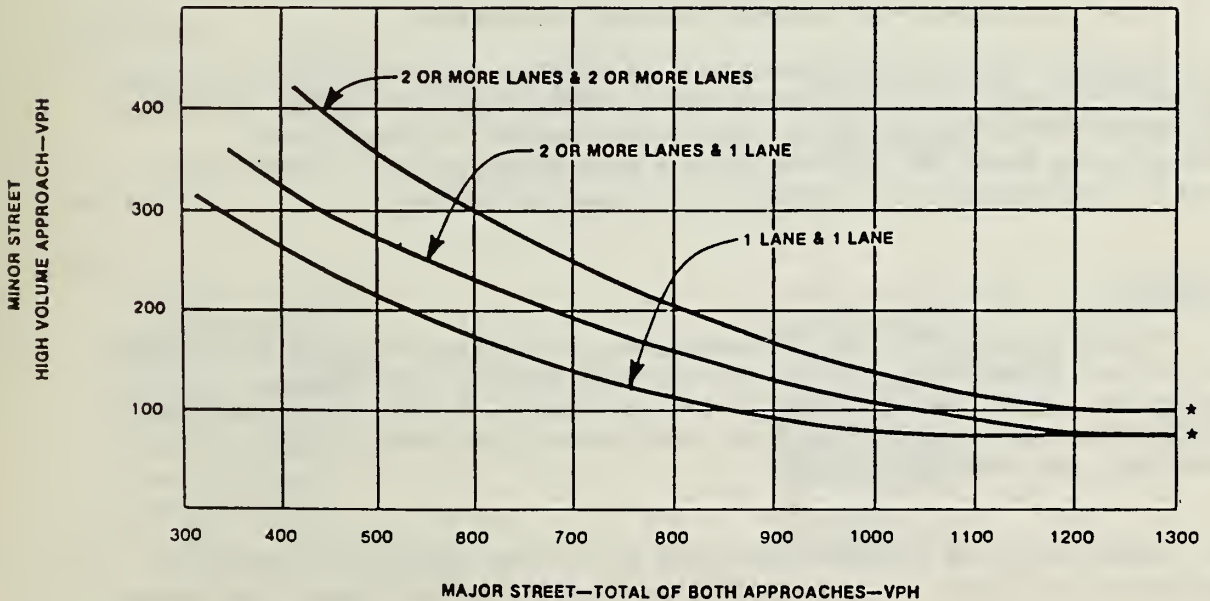


Figure 9-2D
PEAK HOUR VOLUME WARRANT
(RURAL AREAS)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)





M E M O R A N D U M

TO: Dean Macris, Department of City Planning

FROM: Jo Ann Ivester, Acting General Manager *gji*

SUBJECT: California/Powell Condominiums
Transit Impact Mitigation Measures

DATE: 14 October 87

As discussed between the various parties, the following mitigation measures regarding the garage entrances on Powell Street are mutually agreeable to Muni and Public Works as conditions of project approval:

1. Protection of the raised right - of - way

- a. A raised median would be installed in the Cable Car right of way extending along Powell from Pine to California. This would be in the middle of and run parallel to the north and southbound tracks. It would be approximately six or eight inches high and eighteen inches wide, bordered by a yellow line.
- b. Additional reflectorized markers would be installed on both sides of the existing right-of-way between Pine and California.
- c. Design of (a) and (b) above shall be completed in conjunction with and subject to review and approval by the Municipal Railway and the Department of Public Works, Bureau of Traffic Engineering and Operations. Installation shall be performed by the Department of Public Works with costs to be borne by the developer, as specified below.

2. Signage

- a. "Right turn only" would be stenciled or otherwise emplaced on the edge of the new raised median (item 1a) directly opposite the garage entrances. This shall be done by the Department of Public Works Bureau of Traffic Engineering and Operations with costs to be borne by the developer, as mentioned below.
- b. There should be flashers installed in the two garages that would be activated by a cable car proceeding northward from Pine toward California.

There should also be other "right turn only" signage installed inside the garage, as well instructions to automobile drivers not to exit the garage until the flashers stop blinking. Design and installation of these shall be done in conjunction with and subject to review and approval by the Municipal Railway Division of Engineering and Construction. Costs for maintenance of these, as well as responsibility for maintenance of flashers and signage within the garage, would be the responsibility of future owners of the property.

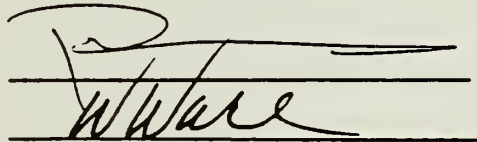
c. City shall be held harmless with respect to functioning of detection and flasher system.

3. Costs

Design, installation and maintenance costs of the detection and warning system would be paid by the developer and succeeding owners of the property. Design and installation costs of the other improvements mentioned above would also be paid by the developer.

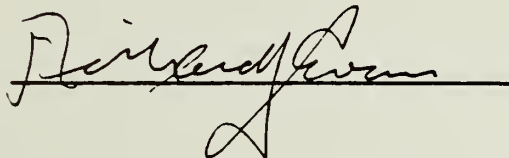
4. All of the above shall be executed by a legally binding document prior to the issuance of a building permit.

Recommended

A handwritten signature in dark ink, appearing to read 'W. Ware', is written over a horizontal line.

Peter Straus, Director of
Service PLanning
Walter Ware, Cable Car Division
Superintendent

Approved

A handwritten signature in dark ink, appearing to read 'Richard Evans', is written over a horizontal line.

Richard Evans, Director of
Public Works and Clean Water
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MC/4247P

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APPENDIX B
CONDITIONAL USE AUTHORIZATION

FILE

JOB 8326

FILE A3.1

PD [signature]
SW IF 1 1

File No. 87.325C
897 California Street

SAN FRANCISCO

CITY PLANNING COMMISSION

MOTION NO. 11234

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZING A 16-UNIT BUILDING EXCEEDING A HEIGHT OF 40 FEET IN AN RM-4 (MIXED RESIDENTIAL, HIGH DENSITY) DISTRICT AND THE NOR HILL SPECIAL USE DISTRICT WITH A HEIGHT AND BULK DESIGNATION OF 65-A.

Preamble

On July 30, August 13, September 17, October 1, October 22, November 5, November 12, December 3, December 10 and December 17, 1987, the San Francisco City Planning Commission (hereinafter "Commission") conducted duly noticed public hearings at regularly scheduled meetings on Conditional Use Application No. 87.325C at which time the Commission reviewed and discussed the findings prepared for its review.

It was determined by the San Francisco Department of City Planning (hereinafter "Department"), in accordance with the provisions of the California Environmental Quality Act (hereinafter "CEQA"), the State Guidelines for Implementation of CEQA and Chapter 31 of the San Francisco Administrative Code, that the proposed project would require an Environmental Impact Report (hereinafter "EIR"). In accordance with the above provisions a Draft EIR was published on September 13, 1985 and the Commission accepted public testimony during a hearing on the Draft EIR held October 17, 1985. On May 15, 1986, the Commission reviewed and certified the information contained in the Final EIR for the project under File No. 84.308E by approving Motion No. 10691. Letters to the file dated August 5, 1986 and October 20, 1987 address the proposed modifications to the Project which have taken place since the proposal was reviewed in the Final Environmental Impact Report. The letters determine that no substantial change or environmental effects would occur because of the proposed modifications and that no further environmental evaluation is required. On December 10, 1987, the Commission reviewed the determination and concurs therein.

The Commission has heard and considered the testimony presented to it at the public hearings and has further reviewed and considered reports, plans, models, studies, photographs and written materials pertaining to this proposed project and oral testimony presented on behalf of the Project Sponsor, Department staff and other interested parties.

Findings

Having reviewed all the materials identified in the recitals above, and having heard oral testimony and arguments, this Commission finds, concludes and determines as follows:

File No. 87.325C
897 California Street
Motion No. 11234
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1. On May 19, 1987, Tai Associates Architects (hereinafter "Project Sponsor") made application (hereinafter "Application") for Conditional Use on the property at 897 California Street, southeast corner of Powell and California Streets, Lot 16 in Assessor's Block 256 (hereinafter "Subject Property") to request the authorization of a conditional use to permit construction of a 16-unit residential building exceeding a height of 40 feet in conformity with plans filed with the Application and labeled "Exhibit B" (hereinafter "Project") in an RM-4 (Mixed Residential, High-Density) district and a 65-A Height and Bulk district.

2. On September 29, 1986, the Board of Supervisors adopted Ordinance No. 411-86 placing controls on the eastern and southern slopes of Nob Hill to reduce height limits. Under these controls, the new height and bulk limit is 65-A for the subject property. However, a provision of the controls exempts any project with a published Draft EIR on or before December 1, 1985. The subject property's Draft EIR was published on September 13, 1985 and this proposal is, therefore, exempted from the provisions of ordinance No. 411-86.

3. The Nob Hill Special Use District relates to controls on hotels, inns or hostels and incidental commercial uses relating to a proposal. The subject project is of a completely residential character and is not subject to the controls of the Nob Hill Special Use District.

4. The Project proposes 16 residential units in a 12-story building with a lobby/forecourt at ground level and two lower levels of parking. The height measured from the front curb is 121 feet. The proposed 16 units would include 1 one-bedroom flat, 11 two-bedroom flats, 3 two-bedroom townhouses and one bi-level penthouse. Off-street parking for 16 cars would be provided on the lobby/forecourt level entering off of California Street and on the two levels below the lobby level with access from Powell Street. Approximately 770 square feet of common usable open space is provided for 15 of the units on a deck at the ground-floor rear yard area. The eleventh-floor penthouse area has a private deck of approximately 860 square feet located on a terrace at the front of the building.

5. The Planning Code designation of an RM-4 (Mixed Residential, High-Density) district permits dwelling units at a density ratio of up to one dwelling unit for each 200 square feet of lot area. The 6,100 square feet of area in the subject lot permits up to 30 units to be constructed.

6. Section 253 (a) and (b) of the Planning Code requires that any proposed structure exceeding a height of 40 feet in a residential district must first receive a conditional use authorization from the Commission.

7. Under the provisions of Code Section 303, the Commission may authorize a conditional use after finding that the proposed use will provide a development that is necessary or desirable for and compatible with the neighborhood or the community, that such use will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity and that such use will comply with the applicable provisions of the Code, and will not adversely affect the Master Plan. The proposed Project complies with the criteria of Section 303 of the Code in that:

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- A. The Project would provide 16 dwelling units of new housing in the Nob Hill Neighborhood without the loss of existing housing units or the significant displacement of jobs. One off-street parking space will be provided for each unit on the ground floor or basement levels of the structure.
- B. The Project is found compatible with the established residential character of the neighborhood in that it provides residential units over ground floor and basement parking floors in a manner similar to other uses in the surrounding residential neighborhood. The Project meets all Planning Code requirements for the zoning classification of an RM-4 (Mixed Residential, High-Density) district.

Further requirements of Code Section 303 require a determination relating to each of the following areas of concern:

- (1) The nature of the proposed site, including its size and shape and the proposed size, shape and arrangement of structures.

The proposed Project is in keeping with the nature of the surrounding residential uses. The construction of the 16-unit residential building on a currently under-utilized site will improve the welfare and safety of neighborhood residents. The Project has been designed to meet setback requirements and provide a rear yard area which is 25 percent of the lot depth. The character of surrounding buildings has been a major influence on the design of the Project. This is shown in the use of bay windows, metal railings and grillwork and a sloping metal standing-seam roof. Although the building exceeds the current height of 65 feet, it is exempted by Ordinance 411-86 and is permitted to rise to its proposed height of 121 feet. Nearly all of the buildings in the surrounding neighborhood exceed 40 feet in height, many exceed 65 feet, and are substantially larger than the Project.

The Project is on scale with the neighborhood as it serves as a transition building conforming to the general downward-stepping heights of buildings on Nob Hill from the higher building forms of the Mark Hopkins and Fairmont Hotels to the shorter buildings downhill. It does not rise above the existing silhouette of the skyline or obstruct views of existing buildings when viewed from below.

- (2) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading.

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As a part of the proposed modifications to a previous project approved on this site (Case No. 84.308EC), a traffic study was prepared by Ommi-Means and dated July 15, 1986. This study concludes that the current proposal could generally be accommodated without significant traffic impacts except for mitigations needed to deter vehicles from turning left across the cable car track area on Powell Street.

Sidewalk widths are also being reduced near driveway entrances on Powell Street to facilitate automobile access. The proposed driveway configuration and traffic barriers to be located on Powell Street will require final approval by the Department of Public Works and the Municipal Railway to assure compliance with a mutual agreement on Tranist Impact Mitigation Measures signed by both Departments on October 14, 1987 and contained in the Project file.

- (3) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor.

Standard practices will be followed during the construction period to minimize noise, dust and odor emissions. There should be no permanent noxious or offensive emissions generated by the Project.

- (4) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs.

Landscaping is to be provided in the rear yard area at the terrace level. Site lighting will be designed to be consistent with similar development in the neighborhood.

- C. The Project is found desirable for the neighborhood in that it satisfied numerous objectives and policies of the Master Plan. The Project will provide 16 new dwelling units on an under-utilized parcel within an existing residential neighborhood.

The design of the Project relates to the existing living environment of the surrounding neighborhood. The bulk of the proposal has been kept within the front 75 percent of the lot depth. The remaining 25 percent of the lot area is to be used as rear yard open space which abuts an adjoining residence. All parking will be enclosed within the building and not visible from surrounding properties. The Project would not occupy a site designated as open space and would produce needed infill housing in a quality environment while keeping with the urban design pattern of the surrounding area, characterized by a mixture of buildings of various heights.

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8. The Project affirmatively promotes the following objectives and policies of the San Francisco Master Plan:

The Residence Element of the San Francisco Master Plan contains the following relevant objectives and policies:

Objective 1: "To provide new housing for all income groups in appropriate locations."

Policy 3: "Encourage infill housing on appropriate sites in established neighborhoods."

Objective 2: "To increase the supply of housing without overcrowding or adversely affecting the prevailing character of the neighborhood."

Objective 6: "To provide a quality living environment."

Policy 1: "Assure housing is provided with adequate public improvements, services and amenities."

Policy 4: "Promote development of well-designed housing."

The Urban Design Element contains the following objectives and policies:

Objective 2: "Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding."

Policy 6: "Respect the character of older development nearby in the design of new buildings."

Objective 3: "Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment."

Policy 1: "Promote harmony in the visual relationships and transitions between new and older buildings."

Policy 5: "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."

Objective 4: "Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity."

Policy 15: "Protect the livability and character of residential properties from the intrusion of incompatible new buildings."

9. The Commission hereby finds that approval of this Conditional Use Authorization would promote the health, safety and welfare of the city.

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10. The Project responds to the policies of Code Section 101.1 as follows:

- A. Neighborhood-serving retail uses are not effected by the replacement of an on-grade parking lot with a building containing 16 residential units.
- B. The existing housing and neighborhood character on Nob Hill will be conserved and protected. The proposed Project conforms to the general downward stepping of buildings on Nob Hill from the Mark Hopkins and Fairmont Hotels at the summit to lower buildings at the base and does not rise above the existing skyline or obstruct the view of existing buildings when seen from below. The building has been designed to be compatible with the historic architectural quality of Nob Hill, with respect to basic form, articulation, fenestration, and architectural detail and materials. This neighborhood contains a substantial mix of buildings of varying heights, bulks and densities with a mixture of uses such as garages, hotels, restaurants and residences, many of which are higher than 65 feet and higher than the proposed project height of 121 feet. The Project is compatible with and preserves the diversity of Nob Hill. The attractively designed housing would supplant a rather unsightly parking lot at the site.
- C. The Project will preserve and enhance the City's supply of affordable housing by increasing the supply of available housing by 16 units without the subsequent loss of any housing units or the displacement of jobs. The project complies with the policies of the Master Plan in that it is well designed, would not occupy a site designated as open space, would produce needed infill housing in a quality environment and would be in keeping with the urban design pattern of the surrounding neighborhood on Nob Hill.
- D. The Project will provide adequate off-street parking for automobiles. Arrangements have been worked out with both the Municipal Railway and the Department of Public Works to protect the cable car system on Powell Street from Project generated traffic through the use of traffic barriers and a cable car approach warning system. Through the provision of these measures, commuter traffic will not impede Muni transit service or overburden City streets or neighborhood parking.
- E. The economic base of the industrial and service sectors is not affected by the project.
- F. The Project will meet all current seismic standards of the Building Code and thereby offers protection against injury and loss of life in the event of an earthquake.
- G. The Project design respects the historic architectural quality of the neighborhood and does not adversely affect landmarks or historic buildings. The Project's architectural character blends in with the historic neighborhood and does not overwhelm any of its neighbors.

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H. The Project poses no adverse impact on parks and open space in the neighborhood. Any shadowing on the cable car stop at Powell and California Streets is not substantially increased by a project over 40 feet in height.

The Commission concludes that, on balance, after considering all aspects of the proposal, the Project is consistent with the priority policies.

The Commission, after carefully balancing the competing public and private interests, hereby finds that approval of the Conditional Use Authorization promotes the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearing, and all other written materials submitted by all parties, the Commission hereby APPROVES Conditional Use Application No. 87.325C subject to the following conditions attached hereto as Exhibit A which is incorporated herein by reference thereto as though fully set forth.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission on December 17, 1987.

Lori Yamauchi
Secretary

AYES: Commissioners Allen, Karasick, Nakashima and Rosenblatt

NOES: Commissioners Bierman and Wright

ABSTAINED: Commissioner Hemphill

ABSENT: None

ADOPTED: December 17, 1987

LLM:pno/78

File No. 87.325C
897 California Street
Motion No. 11234

EXHIBIT A

CONDITIONS OF APPROVAL

1. "Mitigation Measures To Be Included In The Project", as outlined in the Final EIR, 84.308E and all subsequent letters to the file, shall be conditions of approval and are accepted by the Project Sponsor or successors in interest. If said measures are less restrictive than the following conditions, the more restrictive and protective control, as determined by the Zoning Administrator, shall govern. Included in these measures is a mitigation that the project sponsor would meet with the Municipal Railway and the Traffic Engineering Division of the Bureau of Engineering in the Department of Public Works to develop driveway designs and traffic control barriers and procedures that would minimize conflicts between project-generated traffic and cable cars on Powell Street.

2. This approval is for a Project with up to 16 dwelling units on the upper 11 floors and 16 off-street parking spaces located on the ground floor and two basement floors substantially as shown in Exhibit B, attached hereto and as reviewed and approved by the Commission on December 17, 1987. Final plans shall be developed in general conformity with Exhibit B and shall meet the standards of the Planning Code.

3. This approval is contingent upon the Project Sponsor receiving all necessary approvals from both the Municipal Railway and from the Department of Public Works with regard to the design of driveways and traffic control barriers on Powell Street as set forth in a mutually signed agreement dated October 14, 1987. Approval of all design features relating to Transit Impact Mitigation Measures must be obtained from both of these Departments prior to the Planning Department's approval of any Building Permit Application. These mitigation measures relate to:

- A. Protection of the raised right-of-way
- B. Signage
- C. A signaling system for approaching cable cars
- D. Costs
- E. Execution of a legally binding agreement

as further outlined in the Memorandum dated October 14, 1987 to be found in the Project file.

4. Final detailed building plans shall be reviewed and approved by Department staff prior to issuance of any Building Permit. Detailed building plans shall include a final site plan, unit plans, elevations, sections, landscape plan, choice of materials and details of construction.

5. Project Sponsor shall continue to work with Department staff to further refine the design and detailing of the proposal to insure building quality. Final decisions on building materials, color, texture and appearance are subject to staff review and approval.

6. At least one street tree shall be provided for each twenty feet of street frontage in fulfillment of the requirements of Code Section 143 for a total of six trees on Powell Street and three trees on California Street.

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7. Construction of the Project shall commence within 3 years of the date of the final approval by the City or the authorization contained herein shall become null and void.

8. This authorization may be extended at the direction of the Zoning Administrator only where the failure to issue a permit by the Bureau of Building Inspection to construct the proposed buildings is delayed by a City agency or by appeal of the issuance of such a permit.

LLM:pno/78

File No. 84.308EC
897 California Street

SAN FRANCISCO
CITY PLANNING COMMISSION
MOTION NO. 10702

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZING A 16-UNIT BUILDING EXCEEDING A HEIGHT OF 40 FEET IN AN RM-4 (MIXED RESIDENTIAL, HIGH DENSITY) DISTRICT AND THE NOB HILL SPECIAL USE DISTRICT.

Preamble

On or about May 15, 1986, the San Francisco City Planning Commission (hereinafter "Commission") conducted duly noticed public hearings at a regularly scheduled meeting on Conditional Use Application No. 84.308EC at which time the Commission reviewed and discussed the findings prepared for its review.

The proposed conditional use was determined by the San Francisco Department of City Planning (hereinafter "Department"), in accordance with the provisions of the California Environmental Quality Act (hereinafter "CEQA"), the State Guidelines for implementation of CEQA and Chapter 31 of the San Francisco Administrative Code, that the proposed project would require an Environmental Impact Report (hereinafter "EIR"). In accordance with the above provisions a Draft EIR was published on September 13, 1985 and the Commission accepted public testimony during a hearing on the Draft EIR held October 17, 1985. On May 15, 1986, the Commission reviewed and certified the information contained in the Final EIR for the project under File No. 84.308E.

The Commission has reviewed and considered reports, plans, studies, photographs, models and other documents pertaining to this proposed project.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff and other interested parties.

Findings

Having reviewed all the materials identified in the recitals above, and having heard oral testimony and arguments, this Commission finds, concludes and determines as follows:

1. On or about December 31, 1985, Tai Associates Architects (hereinafter "Applicant") made application (hereinafter "Application") for Conditional Use on the property at 897 California Street, southeast corner of Powell and California Streets, Lot 16 in Assessor's Block 256 (hereinafter "Subject Property") to construct a 16-unit building exceeding a height of 40 feet in

conformity with plans filed with the Application and labeled "Exhibit B" (hereinafter "Project") in an RM-4 (Mixed Residential) district and a 165-F Height and Bulk District.

2. On April 7, 1986, the Board of Supervisors adopted interim zoning controls on the eastern and southern slopes of Nob Hill to reduce the height limits. Under these interim controls, the new height and bulk limits are 65-A for the subject property. A provision of the interim controls, however, exempts any project with a published Draft EIR on or before December 1, 1985. The subject property's Draft EIR was published on September 13, 1985 and this proposal is, therefore, exempted from the provisions of interim controls.

3. The Nob Hill Special Use District relates to controls on hotels, inns or hostels and incidental commercial uses relating to a proposal. The subject project is of a completely residential character and is not subject to the controls of the Nob Hill Special Use District.

4. The Project includes 16 residential units in an 11-story building above a lobby/forecourt level and two lower levels of parking. The height measured from the front curb is 127 feet. The proposed 16 units would include 1 one-bedroom flat, 11 two-bedroom flats, 3 two-bedroom townhouses and one bi-level penthouse. Off-street parking for 16 cars would be provided on the lobby/forecourt level entering off of California Street and on the two levels below the lobby level. Only emergency egress is provided onto Powell Street from each of these two lower parking levels. Main access to each floor for automobiles is provided by elevator from the lobby/forecourt level. Approximately 950 square feet of common usable open space is provided for 10 of the units on a deck at the rear of the third-floor. The eleventh-floor penthouse area has a private deck of approximately 860 square feet located on a terrace at the front of the building.

5. The proposal complies with all provisions of the Planning Code (hereinafter "Code") except for the projection into the rear yard which is located at the rear of the building on the second floor (first level containing dwelling units), the lobby forecourt level (first floor) and two levels of parking below the lobby level. A variance for (1) an obstruction in the 25 per cent rear yard, (2) for a level of dwelling units without the required 25 per cent rear yard (second floor), (3) for parking above grade in the 25 percent rear yard and (4) for parking in the rear 15 feet of the rear yard will all be necessary before the Department can approve the building permit even after conditional use authorization by the Commission.

6. During the Commission hearing, an alternative design of 16 units and 127-foot height which would not require a variance was presented. This new proposal required that the two levels of parking below the lobby/forecourt level use Powell Street as the sole means of ingress and egress for automobiles. Although the Commission expressed an interest in this scheme, the traffic implications of such a proposal had not been addressed in the EIR. Consequently, the Commission acted on the original proposal noting that

ultimate approval of this proposal would require that the applicant seek and justify a variance for those departures from the Code listed in Finding 5 above. Should the variance not be granted and the preferred scheme found infeasible, a revised scheme using Powell Street for parking access could be considered by the Commission provided further traffic study is completed and considered by the Commission pursuant to Chapter 31 of San Francisco Administrative Code and a new conditional use application is made for the revised proposal.

7. Section 209(1) of the Code permits dwelling units at a density ratio of up to one dwelling unit for each 200 square feet of lot area in an RM-4 (Mixed Residential, High Density) district.

8. Section 253 (a) and (b) of the Code requires that any proposed structure exceeding 40 feet in height in a residential district must first receive a conditional use approval from the Commission.

9. On February 27, March 20 and May 22, 1986 the Commission continued this item without any public hearing. On May 15, 1986 the Commission certified the EIR and conducted a duly noticed public hearing. On May 29, 1986 the Commission reviewed and approved the draft motion.

10. Under the provisions of Code Section 303, the Commission may authorize a conditional use after finding that the proposed use will provide a development that is necessary or desirable for and compatible with the neighborhood or the community, that such use will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity and that such use will comply with the applicable provisions of the Code, and will not adversely affect the Master Plan. The proposed project complies with the criteria of Section 303 of the Code in that:

A. The project would provide housing opportunities for 16 households without the loss of any housing units or the displacement of jobs.

B. Subject to the imposition of appropriate conditions and the granting of a variance, the Project would provide a desirable addition to the neighborhood without disrupting the established residential character.

C. With the exception of those departures mentioned in Finding 5 above, the proposed Project would comply with all applicable provisions of the Code.

D. The Project would comply with the policies of the Master Plan in that it is well designed, would not occupy a site designated as open space, would produce needed infill housing in a quality environment and would be in keeping with the urban design pattern of the surrounding area, characterized by a mixture of low and high rise buildings.

CITY PLANNING COMMISSION

Case No. 84.308EC
897 California Street
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The Commission, after carefully balancing the competing public and private interests, hereby finds that approval of the conditional use authorization promotes the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby APPROVES conditional use Application No. 84.308C subject to the following conditions attached hereto as Exhibit A which is incorporated herein by reference thereto as though fully set forth.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission on May 29, 1986.

Barbara Renteria
Acting Secretary

AYES: Commissioners Allen, Hemphill, Nakashima, Rosenblatt and Wright

NOES: Commissioner Karasick and Bierman

ABSENT: None

ADOPTED: May 29, 1986

0253M/JMC:jmg

File No. 84.308EC
897 California Street
Motion No. 10702

EXHIBIT A
CONDITIONS OF APPROVAL

1. "Mitigation Measures To Be Included In The Project", as outlined in the final EIR, 84.308E, shall be conditions of approval and are accepted by the project sponsor or its successor in interest. If said measures are less restrictive than the following conditions, the more restrictive and protective control, as determined by the Zoning Administrator, shall govern. Included in these Measures is a mitigation that the project sponsor would meet with Muni and the Traffic Engineering Division of the Bureau of Engineering of the Department of Public Works to develop driveway designs and emergency exit design and procedures that would minimize conflicts between project-generated traffic and cable cars.
2. Final plans, including a landscape plan, in general conformity with the plans labeled "EXHIBIT B" on file with the Department as a part of Application No. 84.308C and incorporated herein by reference thereto, shall be reviewed and approved by staff of the Department. Said final plans still limit vehicular access to Powell Street to emergency egress only.
3. Project sponsor shall continue to work with Department staff to further refine the design and detailing of the proposal, reduce the height and bulk and insure building quality. Final decisions on building materials, color, texture and appearance are subject to staff review and approval.
4. This conditional use authorization is granted dependent upon either modification of the plans so that rear yard requirements of the Planning Code are met, or the granting of a variance by the Zoning Administrator to permit those departures from the Code outlined in Finding No. 5. A failure to modify the final plans or to obtain said variance will void this conditional use approval.
5. Street trees shall be provided where none now exist in accordance with Section 143 of the Code.
6. Construction of the Project shall commence within one (1) year of the date of the final approval by the City or the authorization contained herein shall become null and void.

0253M/LMC:jmg

APPENDIX C
WIND STUDY LETTER

Donald Ballanti
Certified Consulting Meteorologist

1424 Scott Street
El Cerrito, Ca. 94530
(415) 234-6087

June 9, 1988

Ed Minister
EIP Associates
150 Spear Street
Suite 1500
San Francisco, CA. 95105

RECEIVED JUN 29 1988

Subject: Wind Impact Evaluation of the Current Design of the California-Powell Condominiums

Dear Mr. Minister:

At your request I have reviewed the latest plans for the California-Powell Condominiums and the wind tunnel studies performed for the previous design.

Both the old design and the current design consist of a tower with a setback on the southern side of the building forming an elevated terrace. The current design has a lower overall height, but the setback on the south side occurring three floors higher.

The wind effects of a structure are roughly proportion to the volume of wind intercepted. The proposed design would intercept less wind than the original design because most of the building would be lower than the original design. The southern terrace would be taller, but that portion of the building is not exposed to winds from the west due to the presence of buildings across the street and the slope of the terrain downward along Powell Street.

The effect of the current proposed design on street-level winds near the project site are likely to be the same or less than the original project. The overall effects of the current design are likely to be very similar to those described in the wind tunnel analysis of the earlier design.

I believe that the wind impacts described in the wind tunnel tests performed on the earlier design can be assumed to conservatively describe the impacts of the current design. Additional wind tunnel testing does not appear appropriate.

I hope that you find this analysis useful. If you have questions, please call.

Sincerely,



Donald Ballanti
Certified Consulting Meteorologist

